

# Latitude 38

VOLUME 259, January 1999

WE GO WHERE THE WIND BLOWS

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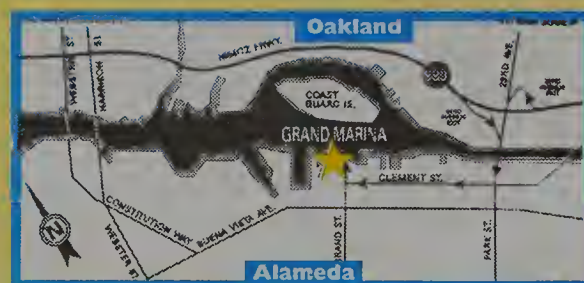


# Don't get blown away.



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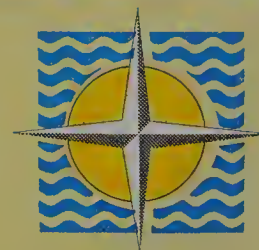


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# Beneteau Gives You More

Quality • Choices • Standard Features • Value

Beneteau has been building strong ocean-going work boats since 1884. Today Beneteau is the world's largest manufacturer of sailing yachts. With their immense buying power Beneteau can provide more standard features like in-mast furling and anchor windlasses on most models at no extra cost to you. Beneteau's heavy investment in manufacturing technology simply means better boats. Did you know that every boat built by Beneteau in their Marion, South Carolina, facility has a 100% hand laid hull using vinylester resins? Did you know the gorgeous satin varnished wood interior of every Beneteau is produced in their state of the art furniture factory? Beneteau really does give you more for your money.

## Beneteau Oceanis 411



This winner of the 1998 *Cruising World* Magazine Best Value in a Full Sized Cruiser is the world's fastest selling 40-foot cruiser. With an elegant interior, great sailing ability and extensive standard equipment list this boat is a winner; it even has an active owners' web site. The 411 is truly a special boat.

## Beneteau First 40.7



This Bruce Farr design may be the fastest production 40-footer on the planet. The 40.7 has dominated the European racing scene with wins at Kiel, Cowes, Copa Del Ray and the Trophée Atlantique regattas against the world's best. The surprise is the attractive interior that makes this boat a great family cruiser.

## Beneteau 36CC



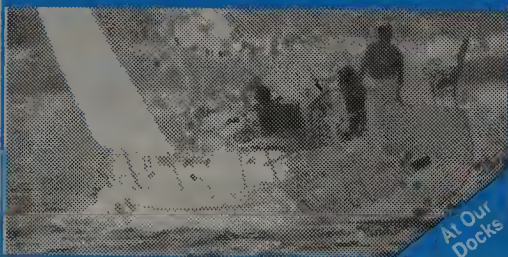
## Beneteau 40CC



## Oceanis 461



## Oceanis 321



## Beneteau 352



## Oceanis 381



Most Beneteau models feature a furling genoa, a choice of furling or classic main sails, anchor windlass, refrigeration, stereo with CD, cockpit shower, Autohelm electronics, choice of 2 or 3 cabin interior, stern seats, tool kit, leather wrapped steering wheel, solid vang, compass, battery charger, teak inlaid cockpit seats, as well as the little things you need to sail away in comfort and style.

### PLANNING PAYS

Last year a number of clients were dismayed to learn that the boats they wanted were not off the shelf items. If you want to be sailing your new boat this summer, you need to plan now. Some models are already sold out for the 1999 model year. Fortunately, we have planned ahead and have several boats that we can deliver this spring. Avoid the disappointment and call now.

Award  
Winning  
Yachts

- Beneteau
- Island Packet
- Dehler
- Wauquiez
- X-Yachts

**PassageYachts**  
INC

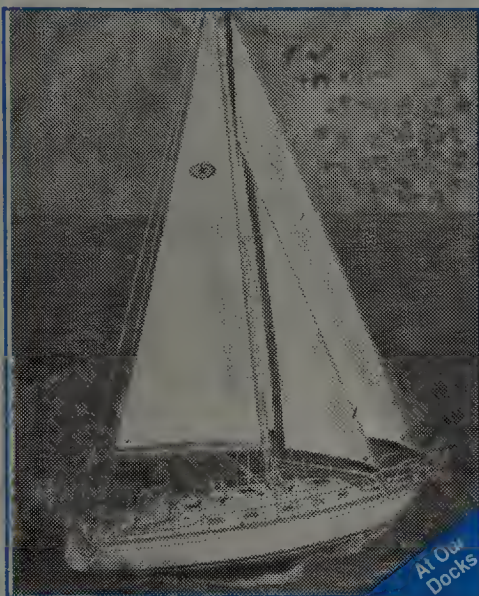
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# We Offer Choices not Compromises

Because one size or style does not fit all, we offer the largest selection of world class sailing yachts available from one dealership on the West Coast. There are 47 different models to choose from and several interior options available. Our guaranteed trade up program allows you to move up as your needs and budget dictate with financial security. Our service department is simply terrific. We make buying a new sailboat fun, because we really enjoy sharing in your dream.

## Island Packet Yachts... Simply Excellent - IP 380 -



The new Island Packet 380 is a brilliant design. Many people are calling it a breakthrough boat which redefines what can be achieved in a bluewater liveaboard yacht of less than 40'. The interior is remarkable, each interior component; the aft cabin, owner's cabin, head, main salon, galley, is huge and has unique design elements like the slide away sink in the aft cabin. The hull, keel and sail plan have been optimized for the sailing enthusiast to provide sparkling performance. This boat is a winner with over 40 sold in less than four months.

LOA ..... 39' 7"  
LWL ..... 32' 0"  
Beam ..... 13' 2"  
Draft ..... 4' 7"  
Displacement ..... approx. 21,000  
Ballast ..... 9,000 lbs  
Sail Area ..... 885 sq ft

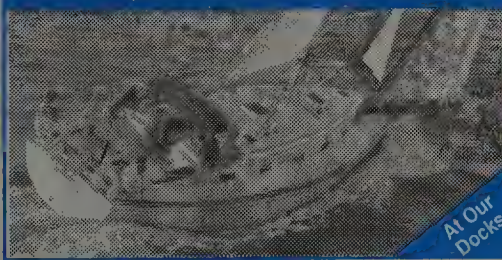
Sail Area/Disp. .... 18.6  
Hull Design:  
Bob Johnson, N.A.



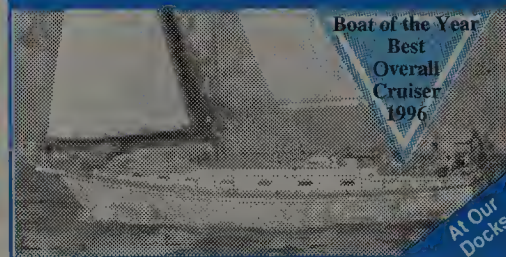
### Island Packet 320



### Island Packet 40



### Island Packet 45



## Wauquiez... Stunning Quality

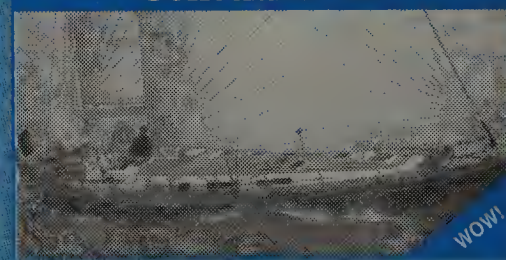
### Wauquiez 43DS



### Centurion 41S



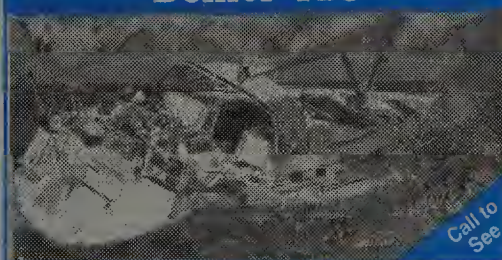
### Centurion 48



### Dehler 41 DS



### Dehler 41C



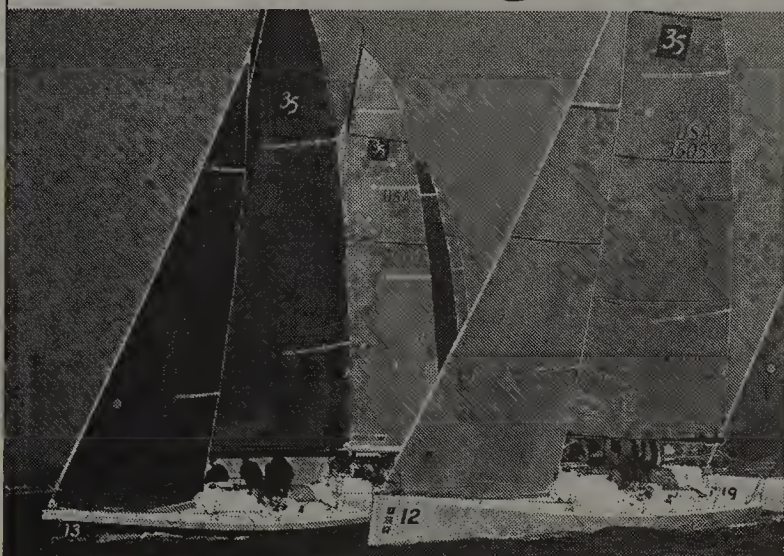
### X-382





1 D 35

# Get in the fast lane of sailing



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Standing on the deck of a 1D35 puts you in the fast lane. For competitors, the tightly controlled, one-design rule guarantees equitable competition. For hobbyists, the quality construction and design guarantee handling ease. For both, the 1D35 guarantees affordable fun.

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**Easily Transported** Trailerable behind Your Personal Vehicle  
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Tel: 619-224-6323

<http://www.1d35.com>  
[onedesign@compuserve.com](mailto:onedesign@compuserve.com)

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### COVER PHOTO

Top banana — 'Big Apple' at the '98  
Kenwood Cup. Photo latitude/rob

Copyright 1999 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs — anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.





# If You Want a Boat Show



Come to Passage Yachts' Open House Weekends

## JANUARY 16-27 and 23-24

All these boats are at our docks and open for your inspection

**Beneteau Oceanis 411**



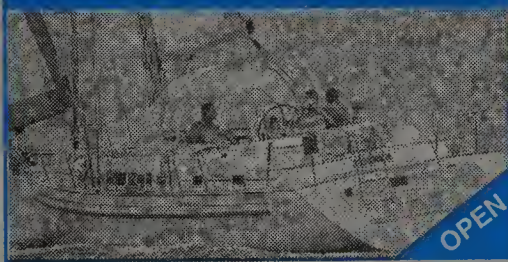
**ISLAND PACKET 380**



**Beneteau 36CC**



**Beneteau 40CC**



**Oceanis 461**



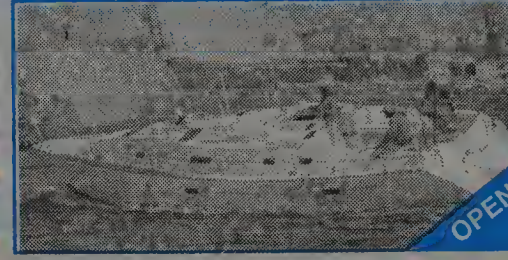
**Oceanis 321**



**Beneteau 352**



**Oceanis 381**



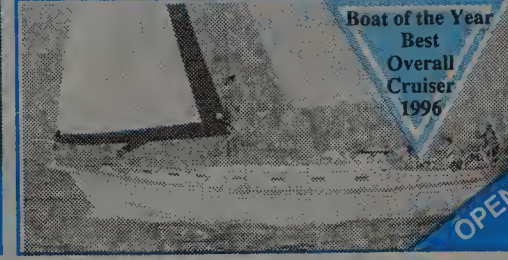
**Island Packet 320**



**Island Packet 40**



**Island Packet 45**



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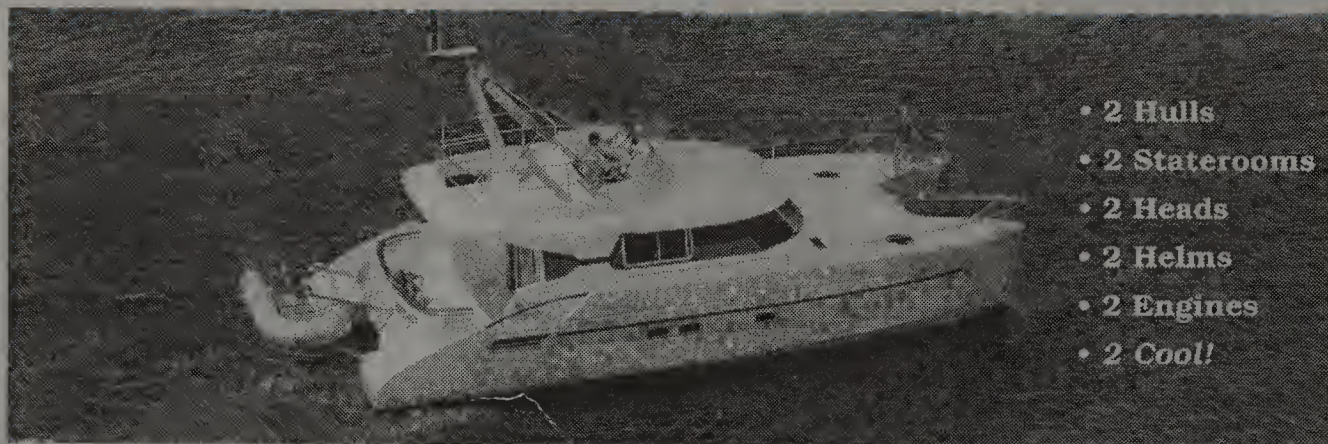
# The Pacific Coast's Largest Catamaran Dealer

**Q**

Are you a longtime sailor, still in love with boating, but tired of the hassle of managing sails?

**A**

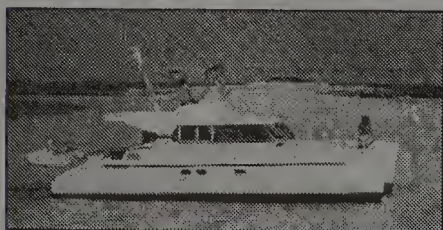
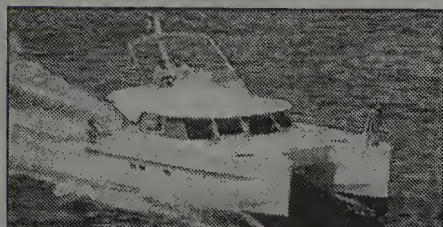
Then you deserve the Maryland 37, the all-new "catamaran trawler" from Fountaine Pajot (world's largest builder of sail-cruising cats).



- 2 Hulls
- 2 Staterooms
- 2 Heads
- 2 Helms
- 2 Engines
- 2 Cool!

## MARYLAND 37 CATAMARAN

*The Exceptionally Comfortable Trawler Yacht*



### TWIN-HULL DESIGN GUARANTEES YOU:

- **More Speed (with less horsepower)**  
*Up to 20 knots – choose from twin 75-to-140-hp diesels*
- **Superior Comfort**  
*No "rollin' your guts out" at anchor or underway*
- **Better Fuel Efficiency**  
*Use up to 40% less fuel than a monohull trawler*
- **Greater Range**  
*Up to 1,200 miles*
- **Beachable**  
*Try that with a typical trawler*

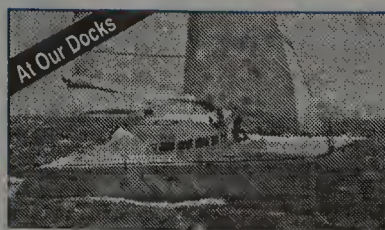
Only \$249,995 (FOB France) *But hurry!* The first 12 models already sold.  
Next availability? June, 1999

**Q**

Are you still in love with sailing, but wish there were a faster and more comfortable alternative?

**A**

Then discover the cruising-cat advantage! No-heel sailing that's faster, easier, and *waaayyy* more comfortable.

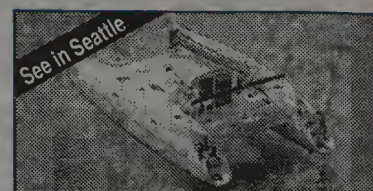


**LAGOON 410**

World cruiser  
(41' x 23'6" x 3'10").  
Sail 11-15 knots.  
3 or 4 cabins, 2 or 3 heads.  
Twin dsls.  
**\$291,000 FOB**



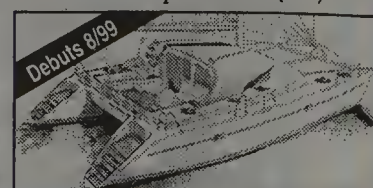
**GEMINI 105** Best value & most popular of all 40 cats we offer (34' x 14' x 18"). \$115k new (fob). Fully equipd.



**ATHENA 38** Fountaine Pajot (38' x 20'6" x 3'6"). Same layout as the 42' Venecia, but \$100k cheaper. \$190k (fob).



**AQUILON 26** "Pocket Rocket" (26' x 15' x 23"). Only 1,950 lbs. Trailerable. Sail. 18-22 knots. NO-heel. \$80k (fob)



**LAGOON 380** (38' x 20'6" x 3'6"). New "kid sister" to the 410. Outside & in helms. 3 sold! **Approx. \$200k (fob).**

Look! [www.cruisingcatsusa.com](http://www.cruisingcatsusa.com)

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**Cruising Cats USA**

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*Luxury Sailing At Its "Level Best"*



### 48' LIGHTWAVE, 1990



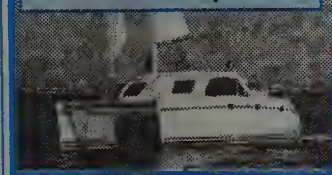
At our dock, cleaned up and ready to go cruising anywhere. \$289,500.

### 36' YAMAHA



JUST LISTED! She is in top condition and is perfect for the Bay or as a Mexico cruiser.

### 35' LAGOON, 1996



2 staterooms, 2 heads, large salon and very well equipped, at our dock. \$199,500.

### 27' NOR'SEA



What a fun boat. Easy to sail by yourself and big enough for the family. \$9,950.

*Your catamaran experts on the West Coast. Here's a small list. Call for more!*

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37' LAGOON	\$155,000
39' PRIVILEGE	\$185,000
40' DEAN, '97	\$265,000
42' FAST CAT, '86	\$110,000
42' LAGOON	\$179,000
42' VENEZIA, '97	\$377,000
46' BAHIA, '97	\$459,000

### Great Cruising Yachts in the Caribbean



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27' CATALINA	\$8,500	33' CS	\$35,000
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28' LANCER	\$7,000	35' LAGOON cat, '96	\$199,500
28' PEARSON, '79	\$13,950	36' YAMAHA, '79	\$54,500
29' J/29, '84	\$22,500	36' HUNTER, '80	\$33,500
30' NEWPORT, '73	\$13,900	36' COLUMBIA	\$28,500
30' NEWPORT	\$12,500	38' ATHENA, '98	\$225,000
30' C&C, '71	\$16,500	40' STEVENS, '83	\$110,000
30' NEWPORT, '87	\$32,000	48' LIGHTWAVE, '90	\$289,500

### 32' ISLANDER



New listing. A roomy and good sailing boat for the family. Asking \$23,000.

### 40' STEVENS, 1983



One of the best layouts in a 40' cruising boat we've seen, at our dock. \$110,000.

### 44' BOMBAY EXPLORER



Very affordable cruiser with interior room of a much larger boat. \$69,500.

### 36' HUNTER, 1980



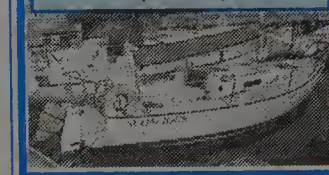
Price reduced. A great deal for a very roomy 36'er. At our dock, \$33,500.

### 34' GEMINI 105, 1996



Very nice condition, shows very little use, priced well below new, at our dock. \$109,950.

### 29' J/BOAT, 1984



Want to race? Want a competitive fleet? This is the boat for you. At our dock. \$22,500.

### Multihulls

### 37' LAGOON



Never chartered, one owner. Located in California and just listed. \$209,000.

### 38' ATHENA, 1998



In charter making \$\$\$\$\$. Leave her in or go cruising anywhere. Completely equipped for bath. \$225,000.

47' LAGOON, '94	\$315,000
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48' PRIVILEGE 14.7	from \$295,000
48' PRIVILEGE 482	from \$284,000
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53' CATANA, '93	\$519,000
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55' MASHFORD	\$438,000
56' MARQUES	\$525,000
60' HELLMAN STEEL, '96	\$647,000
77' ETEL, '84	\$349,000

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40' VAN DE STADT steel	\$189,000	48' CELESTIAL, '85	\$170,000
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41' HALLBERG RASSY	\$87,000	51' BENETEAU FIRST 51, '89	\$279,000
42' BALTIC MAGNUM, '88	\$174,000	52' GRAND SOLEIL, '91	\$400,000
43' OYSTER, '82	\$195,000	55' SWAN, '70	\$379,000
44' ROBERTS STEEL	\$120,000	59' JONGERT, '72	\$495,000
44' MORGAN 191	\$111,200	62' NAUTICAL, '85	\$375,000
44' CSY Walk Over, '77	\$69,000	63' JONGERT 19s	\$690,000
44' HARDIN, '80	\$119,000	60' FEADSHIP MS	\$197,000
46' BENETEAU 456	\$159,000	178' CUSTOM SCHOONER	\$1,500,000
47' JEANNEAU SUN KISS	\$126,000		
48' C&C LANDFALL	\$165,000		

More than 80 boats available!

## Sales • Charters • ASA Sailing School



### 40' DEAN CAT, 1997

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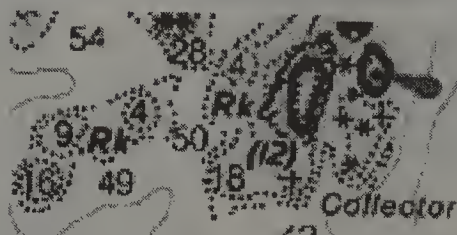
NOAA, NIMA,

Canadian Hydro,

Imray-lolaire, ISS-

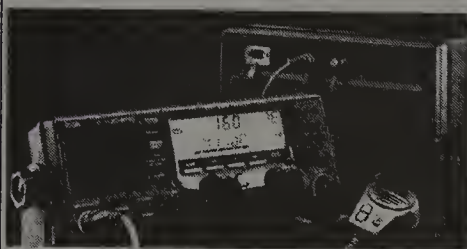
Waterproof, and

other government or private charts are in stock, ready for pick up now at Waypoint. We also stock a complete collection of chartbooks from Bay & Delta Yachtsman, ChartKit, Evergreen Publishing, and others from around the world, plus chart copies--one at a time or collections. Electronic Charts for computers or chart plotters, too--we have it all!



## Look What Santa Brought!

## Introducing ICOM's M710 Remote



Now ICOM quality fits into the space available on virtually any boat! The new M710RT SSB/Ham radio with remote-

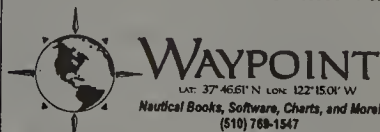
mountable control panel is here. It's e-mail ready and in stock now for *immediate* delivery. Other ICOM radio tuner packages start at under \$1525. Call for features and price.

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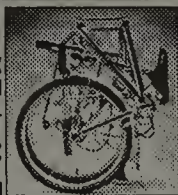
### Stainless Steel Folding Bicycle

No bicycle in the world resists salt air corrosion better. 5-speed Shimano gears, grip shift, stainless steel frame and fork, 20" alloy wheels with stainless steel spokes, and alloy brake caliper. Weighs 29 lbs. Folds to only 13" x 25" x 33". Includes kickstand and rear carrier.

**LS054** Stainless Steel Mariner **\$479.95**  
**CB20** Optional Carry Bag **\$32.50**

**Mountain Gold Folding Bicycle** Dahon lowers the price barrier on their 26" wheel 12-speed folding bicycles with the new Mountain Gold (which is pearl red in color).

**ST612** Mountain Gold **\$299.95**  
**CB26** Optional Carry Bag **\$32.50**

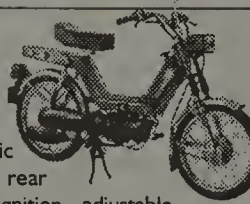


## Kinetic

### TFR Moped Powerful

49cc 2-cycle engine. Travels at up to 30 mph at 150 mpg. Automatic transmission, front & rear drum brakes, locking ignition, adjustable seat & handlebars, front foot rests, rear view mirror, slide out tool kit, chrome luggage rail, convenient center stand, and heavy duty steel chassis. Optional front & back turn signals. Meets all federal motor vehicle safety standards. Runs on standard gasoline and 3% oil mixture. Simple assembly (handlebars & pedals only). Available in Black or Red (please specify). Usually shipped direct. 104 lbs.

**TFR Moped** **\$699.95**  
**Optional Turn Signals** **49.95**



## Douglas Gill

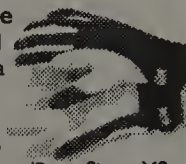
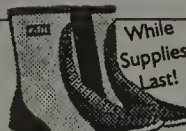
### RNZ Neoprene Boots

This flexible hiking boot is made of rubberized 5 mm neoprene with a razor-cut compound, no-slip sole. Ideal for hiking or trapezing. Zipper closure makes putting on and taking off quick and convenient. Sizes 37-47. G145-1 **Model 906** **\$59.95**

### Douglas Gill Frostbite

**Gloves** 2mm double lined neoprene with synthetic Amara leather palms and fingers. Double reinforced fingers, palm, and side of fist. Velcro adjustable wrist tab. Color Navy/Red. Sizes XS - XL. G145-14 **Model 766** **\$36.95**

Call for year end specials from Douglas Gill.



## Canon

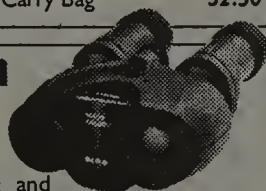
### 10 x 30 Image

### Stabilizer Binoculars

Remarkably compact and lightweight, the 10 x 30 IS delivers the benefits of Canon's refined optics and active image stabilization.

- Ultra-compact lightweight (10x) with built-in image stabilizer (IS).
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- Long eye relief for easy viewing.
- Includes Canon U.S.A. warranty.

**D79-0002** **M.A.P. \$599.00**  
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**\*LW-200** Self-Contained, 27 amps, 8.3 GPH  
 Ship 75 lbs **\$3324.95**  
**\*LWM-200** Modular, 27 amps, 8.3 GPH  
 Ship 60 lbs **\$3324.95**

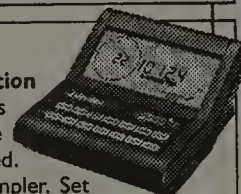


## Davis

### Wireless Weather Station

Fully-integrated wireless stations come complete with everything you need. Installation couldn't be simpler. Set up the pre-assembled sensor/transmitter array outside, plug the console/receiver into an electrical outlet, and your all set. No need to run wires through the roof or walls. Includes Sensor-Link receiver, pre-assembled sensor array, anemometer, rain collector, radiation shield. Solar units include pre-installed solar panels, regulator circuit, and rechargeable battery.

**7425W** Wireless Weather Wizard III **\$495.95**  
**7425WS** Wireless Weather Wizard III w/solar panel **\$559.95**

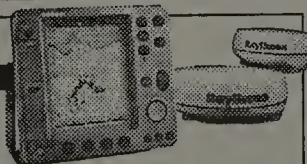


## Raytheon

### Dual Station Radar

The world's first plug & play 2nd station display radar. RL72 and RL74 units allow you to view and control radar information simultaneously at both stations when connected via High Speed Bus (HSB) cable. Displays also are versatile and powerful navigation repeaters when connected to a NMEA or SeaTalk® system. Optional internal chartplotter avoids Nav Station clutter.

**RL72** RL70 HSB 7" Radar display, 18" 2kW diameter radome **\$1699.95**  
**RL72RC** with Built-In Chartplotter **2129.95**  
**RL74** RL70 HSB 7" Radar display, 24" 4kW diameter radome **2399.95**  
**RL74RC** with Built-In Chartplotter **2899.95**  
**RL70** 2nd Station Display **899.95**  
**RL70** 2nd Station Display w/chartplotter **1379.95**  
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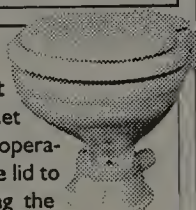


## Lavac

### Popular Marine Toilet

World's most reliable marine toilet - isn't that using your head? Its operation is straight forward: close the lid to vacuum seal the toilet operating the large capacity diaphragm pump to evacuate the waste. As the waste is removed, a vacuum is created inside the bowl breaking in rinsing water. In a few seconds the siphon drawing releases the vacuum and the toilet is ready for use again. The diaphragm pump ensures that there are none of the leaks from shafts that you get with plunger or macerator pumps. Very low water use. It couldn't be easier to use, which makes it ideal for guests onboard. 13.8"Hx 13.5"Wx16.3"D. G63-1

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**\*TLZ 0902** Lavac Orig., behind blkhd pump **454.00**  
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\* Free domestic shipping through January 31, 1999 on Village Marine Water Makers and Lavac Heads featured in this ad. Typographical, photographic, pricing, and editing errors are unintentional and we reserve the right to correct them.

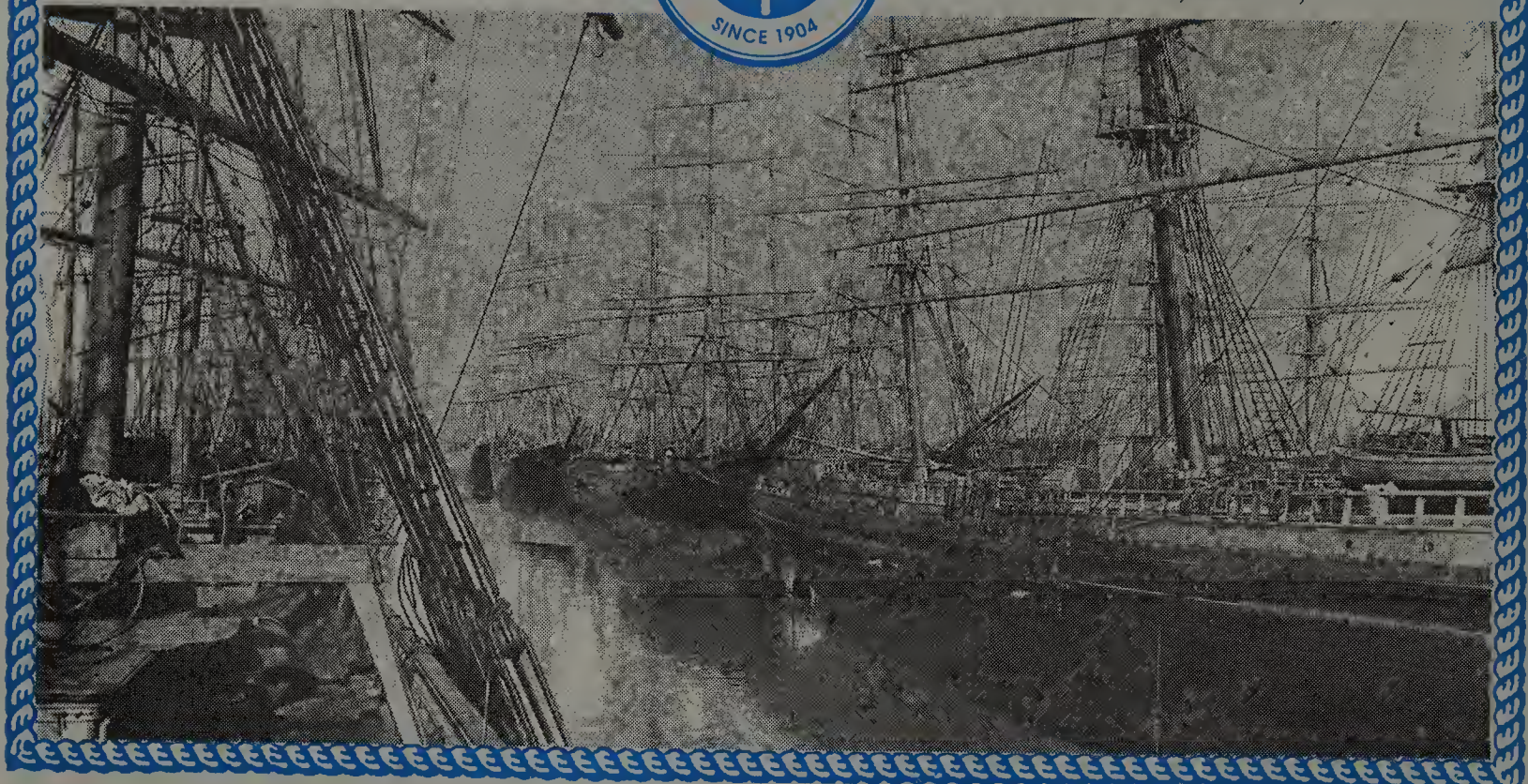
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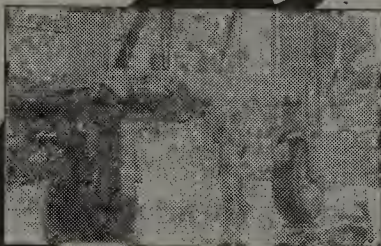


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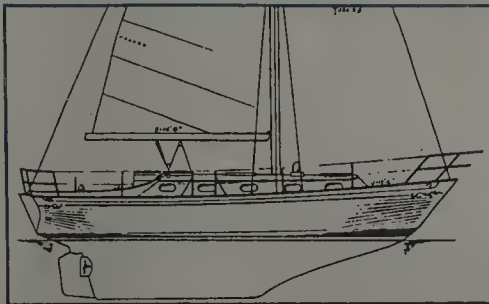
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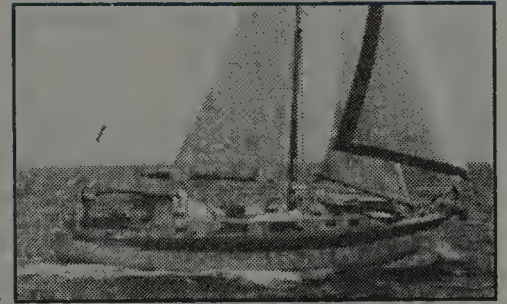
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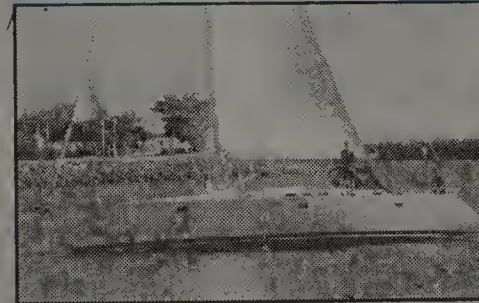
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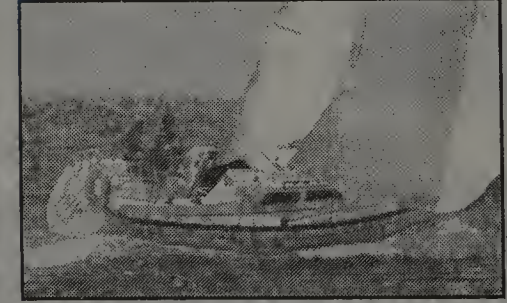
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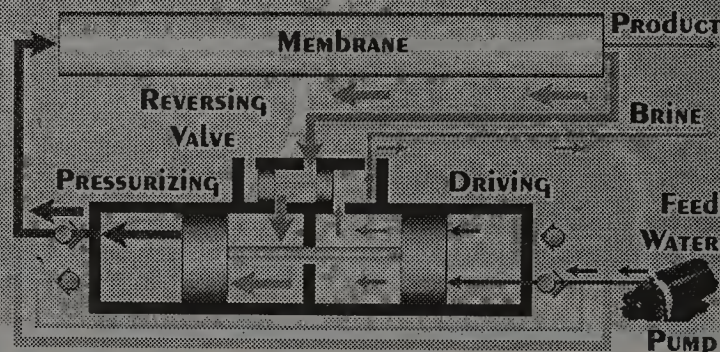
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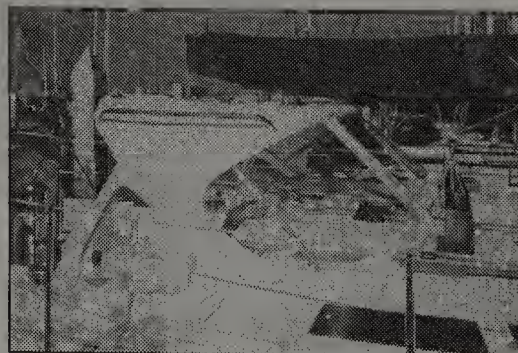
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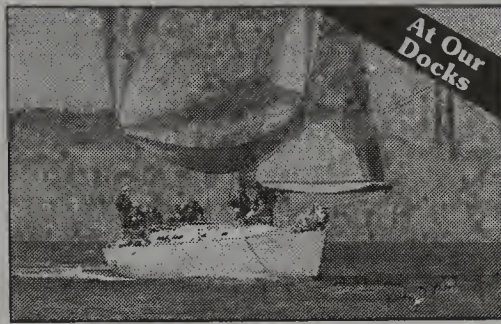
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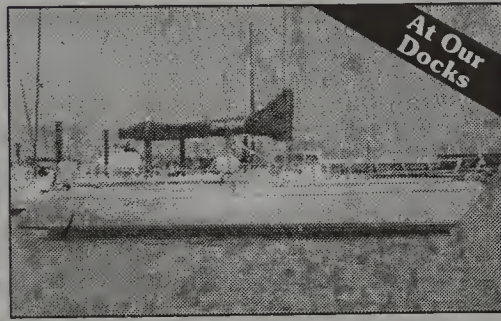
**Santa Cruz 52**  
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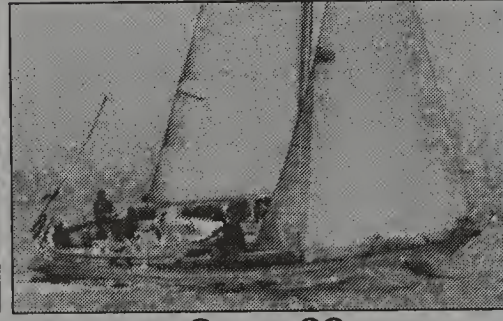
**Custom MacGregor 65**  
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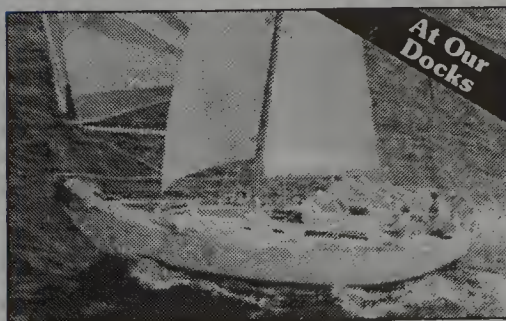
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**BALTIC 42s**  
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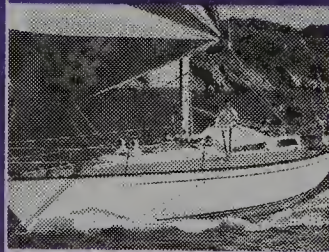
1) 1982: The best equipped and maintained Baltic 42 on the brokerage market. Two cabin layouts with cruise heads, pilot berth in salon. B&G electronics, complete racing cruise sail inventory. 1100+ engine hours. Max prop. \$240,000.

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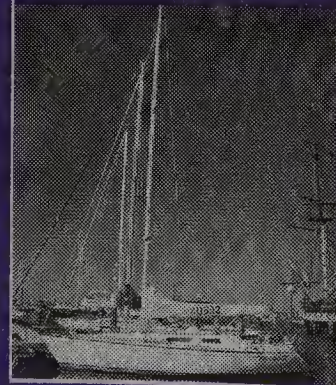
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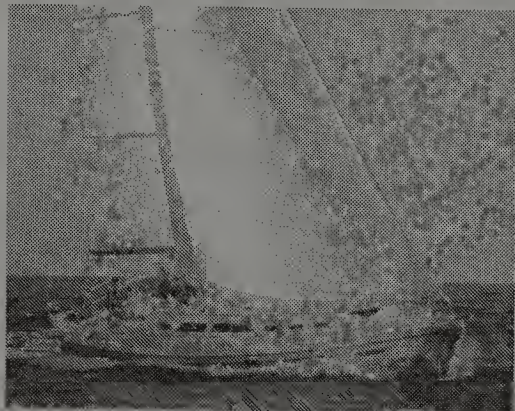




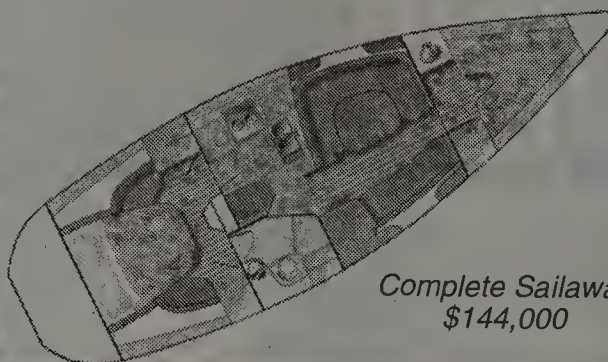
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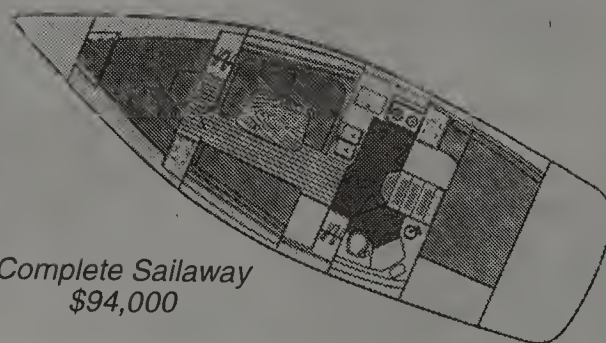
Complete Sailaway  
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LOA .....	38'5"
LWL .....	32'5"
Beam .....	12'4"
<b>FIN KEEL</b>	
Draft .....	7'0"
Ballast .....	6,800 lbs.
Weight .....	approx. 19,000 lbs.
<b>WING KEEL</b>	
Draft .....	5'4"
Ballast .....	7,300 lbs.
Weight .....	approx. 19,500 lbs.
Engine .....	42hp, 4 cylinder

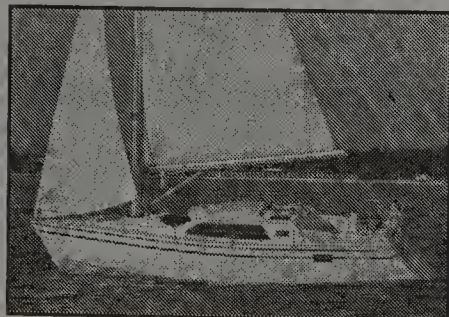
## OPEN BOAT WEEKEND ★ JANUARY 9 & 10 ★ 10 AM – 4 PM

LOA .....	34'6"
LWL .....	29'10"
Beam .....	11'9"
<b>FIN KEEL</b>	
Draft .....	5'7"
Ballast .....	5,000 lbs.
Weight .....	approx. 11,950 lbs.
<b>WING KEEL</b>	
Draft .....	4'3"
Ballast .....	5,600 lbs.
Weight .....	approx. 12,550 lbs.

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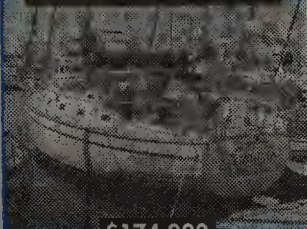
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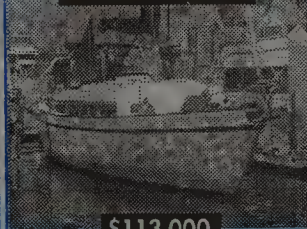
\$149,900

'92 SEACRAFT 34'



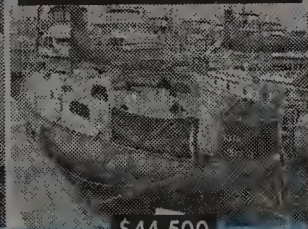
\$149,500

'76/'77 CAL 3-46



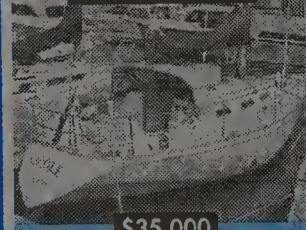
\$113,000

'60 RHODES BOUNTY 41'



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'79 ORION 35'



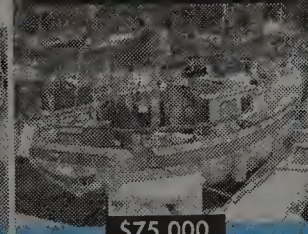
\$35,000

'75 DOWNEAST 38



\$58,500

'70 MARINER 40' KETCH



\$75,000

'80 RAFIKI 35



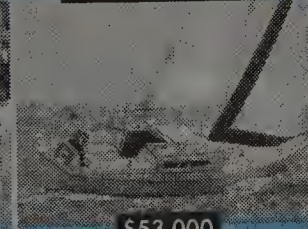
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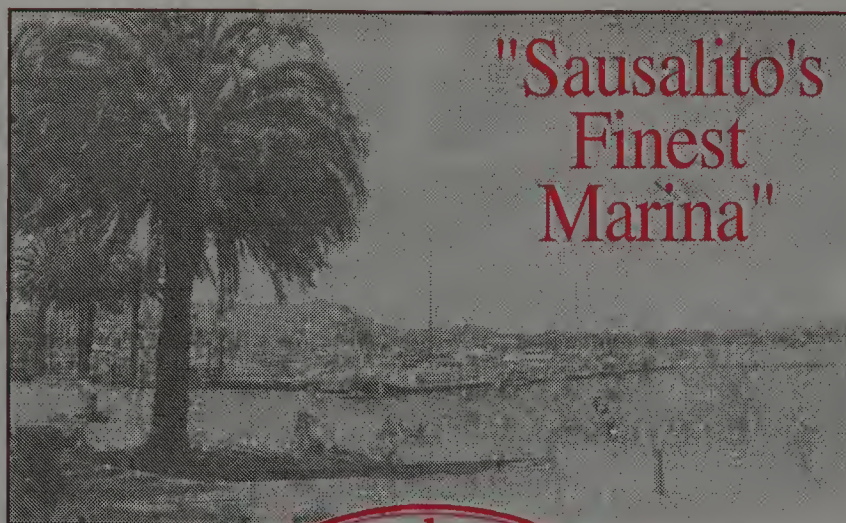
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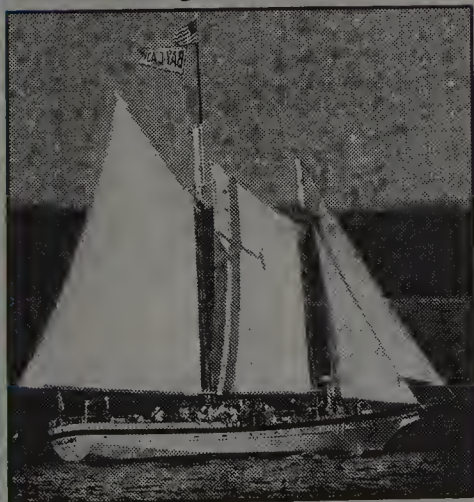
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## CALENDAR

### Nonrace

**Jan. 1** — Happy New Year! Plan ahead — just 365 days until the new millennium.

**Jan. 1** — "International Year in Sailing," a half-hour ESPN presentation at 11:30 a.m.

**Jan. 1** — Full moon, big tides and a 5.7-knot ebb!

**Jan. 9 & 10** — Blue Water Sailing, an all-day cruising seminar with circumnavigator/authors George Day, Beth Leonard and Alvah Simon. Program is offered in Sausalito on Saturday and in Alameda on Sunday. Details, (800) 626-4893.

**Jan. 13** — "Interlux Paint," a free seminar by Cary Nicely at the Oakland West Marine, 7 p.m. Info, (510) 532-5230.

**Jan. 15-24** — 57th Sports & Boat Show at the Cow Palace, 11 a.m. to 8 p.m., \$7 for adults. Check it out! Info, 931-2500.

**Jan. 16** — Corinthian YC dance party featuring the Caribbean R&B band Cow Bay Cruz Boys. Starts after the midwin-ters, around 7 p.m. — come by earlier for free beer and the optional pasta dinner. All sailors welcome! CYC, 435-4771.

**Jan. 19** — SF Bay Oceanic Crew Group Meeting, featuring Simon Watts from the Arques School of Traditional Boat Building speaking on "Research and Reconstruction of Wooden Boats." Fort Mason Center, room C-210, 7 p.m., free. Info, 979-4866.

**Jan. 23** — Ham Radio Course — don't go cruising without your ham license. \$75 registration fee, limited to the first 30 registrants. Oakland YC, (510) 522-6868.

**Jan. 27** — "GPS: How they work, how to choose one," a free seminar by Susan Meckley at the Oakland West Marine, 7 p.m. Info, (510) 532-5230.

**Feb. 4-March 23** — Basic Boating and Seamanship Course, conducted by the US Coast Guard Auxiliary on Tuesdays and Thursdays, 7:30-9:30 p.m., on Yerba Buena Island. \$30 fee includes texts. Info, 399-3411.

**Feb. 27** — Race Management Seminar at Golden Gate YC, 8:30 a.m. to 5 p.m.; \$15 fee includes lunch and handouts. A totally worthwhile program that all race committee members should attend! YRA, 771-9500.

**Mar. 6** — Sail-A-Small-Boat Day, Part II. Hosted by SBRA and Richmond YC, (510) 237-2821.

**Mar. 9** — "Sailing to Santa Barbara and the Channel Islands," a presentation by cruising guide author Brian Fagan. Good background for the Coastal Cup (June 26) or summer cruising. 7:30 p.m. at Encinal YC, with optional dinner (\$12) at 6:45. RSVP, (510) 522-3272.

**Apr. 11** — Daylight Savings Time begins — hooray!

### Racing

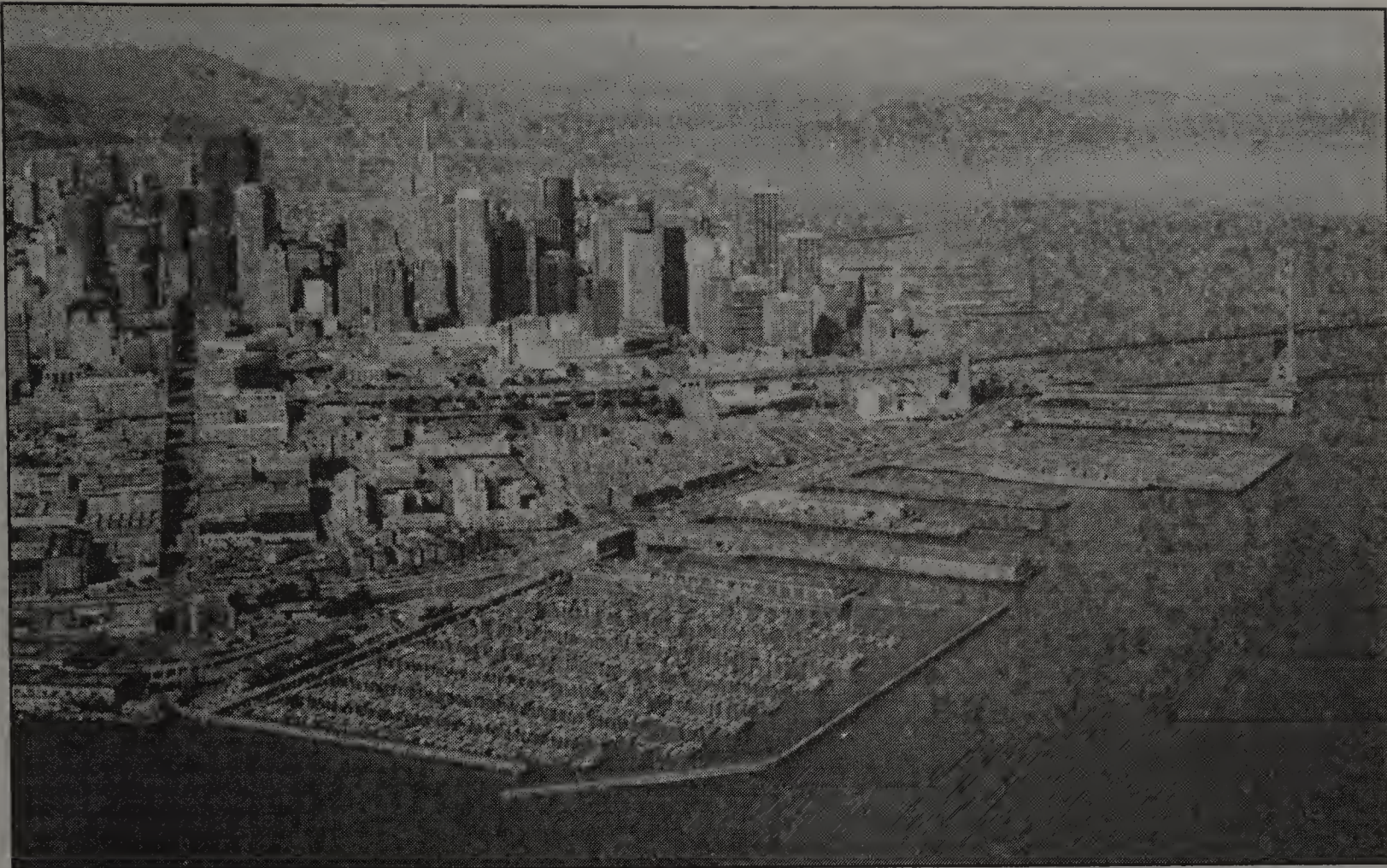
**Jan. 1** — Master Mariners New Year's Day Race & Chili Pot-luck at Corinthian YC. Peter English, 456-8355.

**Jan. 18-23** — 12th Annual GMC Yukon/Yachting Key West Race Week, arguably the best regatta in the country. The glam-our classes include IMS (about 20 boats), Farr 40s (20 boats), Mumm 30s (40 boats), 1D-35s (15 boats) and Melges 24s (50 boats). Premiere Racing, (781) 639-9545.

**Jan. 21, 1988** — Ten Years After, from the Feb. '89 *Latitude*: "The Singlehanded Sailing Society's fourth annual Three Bridge Fiasco lived up to its name on January 21 as a 4.9-knot ebb knocked all but 40 of the 125 starters (25 singlehanders and 100 doublehanders) out of the race. The fleet had an inverted start off Golden Gate YC between 9:30 and 11 a.m.; the first boat to finish the 21-mile lap around the Bay, Carl Bauer's Olson 34 *Ozone*, returned to the yacht club at 4 o'clock. For most, it was a slow and frustrating race — "your typical Fi-asco," laughed SSS Commodore Ants Uiga, one of the race founders.

As always, the course 'around' the three bridges could be negotiated in either direction. The way that worked best this





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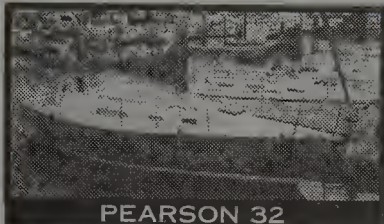
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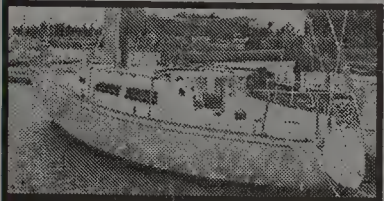
## BROKERAGE



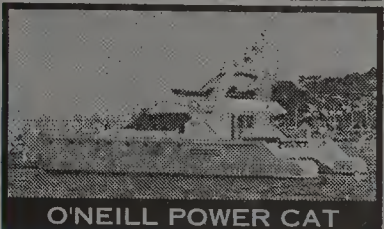
PEARSON 32



CATALINA 27



RANGER 29



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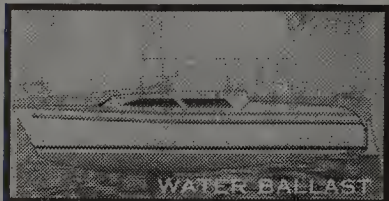
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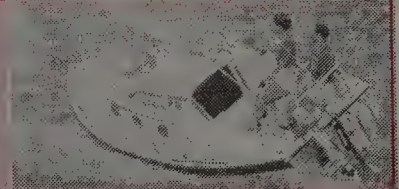


A customer from Monterey came in two weeks ago. He said he was looking for a trailerable boat. He owns a larger in-the-water sailboat which he kept in the marina. He said he was getting tired of paying all those slip fees and the haulouts and big maintenance costs. "Besides, I can keep the boat at home when I do maintenance, where I have tools and spare time."

I asked him where he was planning on sailing. "Well, I can still sail Monterey Bay, but I can trailer to San Francisco, Tomales Bay, and I want to go down to L.A. and sail over to Catalina... maybe stop at Santa Barbara and sail over to Santa Cruz Island. No end to the possibilities." That's the life!

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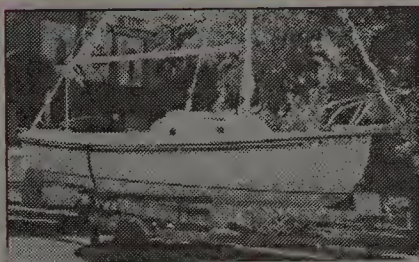
- SS bowsprit w/anchor roller
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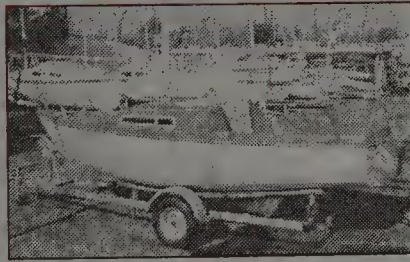
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With trailer. Shoal ballasted keel. Main and jib. 4 hp outboard motor. Excellent condition.

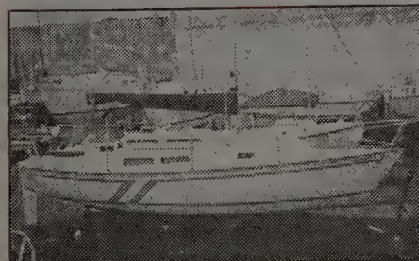
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#### VENTURE 17

With trailer. Swing keel. Main, jib and genoa. 1969 but good condition.

**\$1,995.**



#### NEPTUNE 24, 1978.

With trailer. Shoal draft ballasted keel with daggerboard. Main, 2 jibs, 2 genoas. 6 hp outboard motor. Very good condition. Sleeps 6. Priced right for a quick sale at **\$6,950.**



#### CATALINA 27, 1978.

With trailer and 2 person mast raising system. Main, jib and genoa. 15 hp OMC inboard sail drive engine.

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## CALENDAR

year was the route that *Ozone* took — Crissy, then through Racoon Strait on the last of the flood, Red Rock, low into the Berkeley Flats to get to Treasure Island, hugging the shore at T.I. to avoid the ebb (but far enough off to avoid the wind shadow) and finish.

*Ozone*, which Bauer and crew Herb Heil sailed under the Andreas Cove YC burgee, nipped Sally Richards' Express 27 *Frog in 'French* at the finish line by 42 seconds. The first singlehander to finish was Joe Therriault's trimaran *Sundowner*. Thirty boats poured in between 4 and 4:30 p.m.; after that, according to Ants (himself a DNF casualty), "the window was basically shut."

Class winners in the singlehanded division were *Sundowner*, *Interabang*, *Movin' On* and *Hawk*. Doublehanded winners were *Ozone*, *Witching Hour* and Bruce Pon's unnamed Peterson 25.

**Jan. 23** — Three Bridge Fiasco, hopefully better than the '89 version described above. Kick off the '99 SSS racing season with this reverse PHRF start, any-direction rounding of Blackaller, Yerba Buena and Red Rock. Singlehanded and doublehanded classes; '98 or '99 PHRF certificates are mandatory (obtain one by calling YRA). Terry, (510) 527-9433.

**Jan. 27-30** — Miami Olympic Classes Regatta for the nine classes selected for the 2000 Olympics in Sydney (Europe, Finn, 470, Laser, 49er, Mistral, Soling, Star, Tornado). US Sailing, (401) 683-0800.

**Jan. 30-31** — NorCal #3, hosted by San Francisco YC. Over 15 Northern California high schools will duke it out in FJs on Richardson Bay. Doug Kent, 435-9525.

**Feb. 4** — Pineapple Cup, aka the Montego Bay Race. Two West Coast efforts, the veteran trimaran *Lakota* and the squeaky new turbosled *Pyewacket*, will command center stage in this classic 811-mile sprint from Ft. Lauderdale to Montego Bay, Jamaica. Ken Batzer, (954) 763-1974.

**Feb. 12, 17-19** — 15th Biennial International Yacht Race to Puerto Vallarta, sponsored by the Del Rey YC. See *The Racing Sheet* for the preliminary entry list. DRYC, (310) 823-4664.

**Feb. 28-Mar. 4** — MEXORC, four days of low-key buoy racing off Puerto Vallarta. Frank Whitton, (619) 226-8033.

**Mar. 3-7** — 58th Acura Southern Ocean Racing Conference (SORC) in Miami. Keith Taylor, (781) 837-8833.

**Mar. 7-13** — Congressional Cup, featuring defending champion Peter Holmberg, past two-time winners Gavin Brady and Dave Perry, Whitbread winner Paul Cayard, Markus Wieser (GER), Luc Pillot (FRA), Francesco de Angelis (ITA), Neville Whitley (AUS), Scott Dickson (Ficker Cup winner) and Betsy Alison. Long Beach YC; Bill Green, (714) 521-3084.

**May 1-2** — Vallejo Race — the '99 season is closer than you think! YRA, 771-9500.

**May 8** — Tahiti Cup. Info, (925) 939-9885.

### Midwinter Race Series

**ALAMEDA YC** — Estuary Midwinters: 1/10, 2/14, 3/14. M.L. Higgins, (510) 748-0289.

**BERKELEY YC** — Chowder Races: Almost every Sunday until 4/4. Paul Kamen, (510) 540-7968.

**BERKELEY/METROPOLITAN YC** — Midwinters: 1/9-10, 2/13-14. Bobbi Tosse, (925) 939-9885.

**CORINTHIAN YC** — Midwinters '99: 1/16-17, 2/20-21. Rob Moore, 383-8200, ext. 109.

**ENCINAL YC** — Jack Frost Series: 1/16, 2/20, 3/20. Lee Bergman, (650) 593-0405.

**GOLDEN GATE YC** — Seaweed Soup Perpetual: 1/2, 2/6, 3/6. GGYC, 346-BOAT.

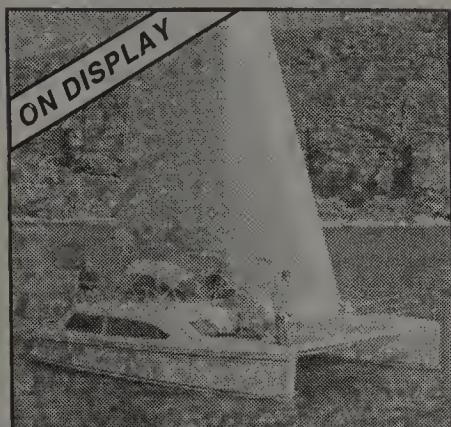
**LAKE MERRITT SC** — Robinson Memorial Midwinters: 1/10, 2/13, 3/14. Duncan Carter, (925) 945-6223.

**OAKLAND YC** — Brunch Series: 1/3, 1/17, 2/7, 2/21 and



# NEW MULTIHULLS

Seawind 1000 and  
New 1200 (41')



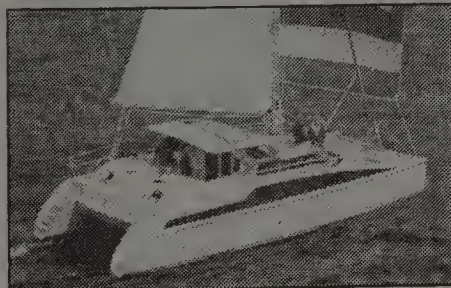
Our new Seawind has just arrived. A real performer. A sensible bluewater catamaran. Come by, take a ride and see for yourself.

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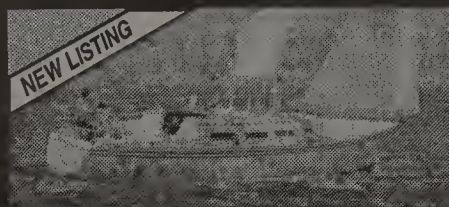
# BROKERAGE



47' McIntosh, '86. \$239,000.



38' Bristol. \$58,500.



Catalina 36, '85. \$55,000.



F-28R Demo, '97. \$77,750.



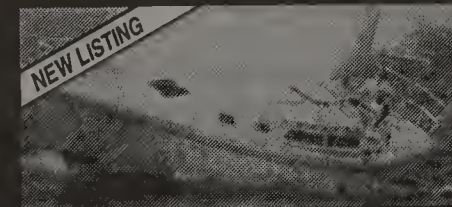
Cross Trimaran 47 *Deliance*. \$220,000.



35' Southern Cross. \$79,500.



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Catalina 30, '82. Asking \$19,500.

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• 1990 F-27 •  
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• 1997 F-31R •  
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mast, screecher, bow pole, trailer.  
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• 1995 F9A •  
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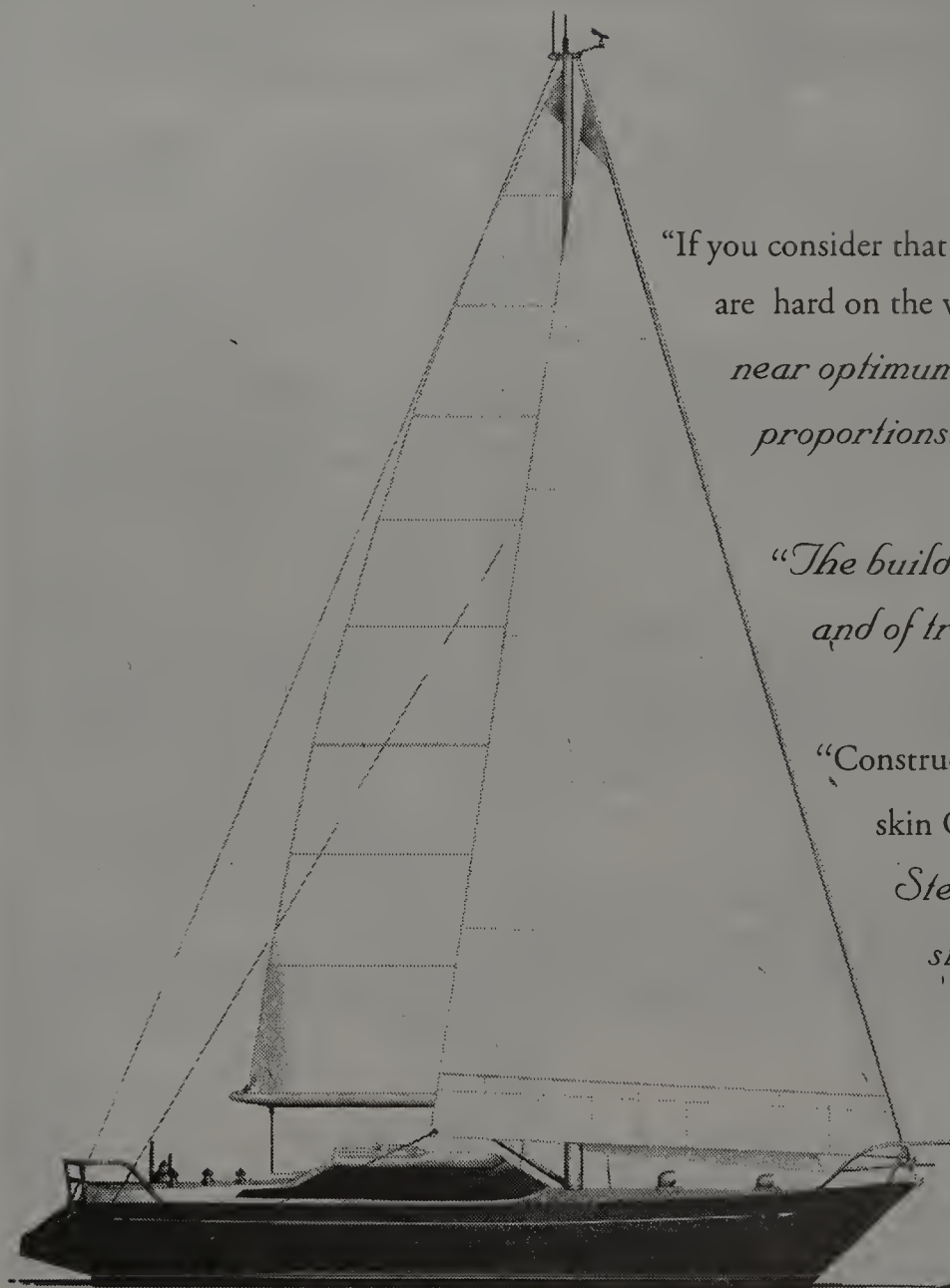
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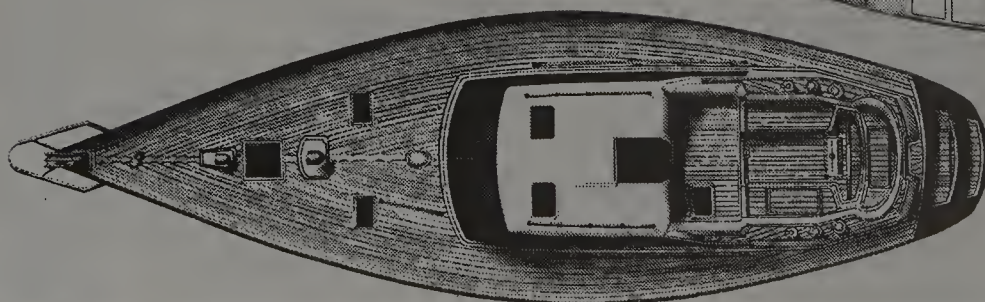
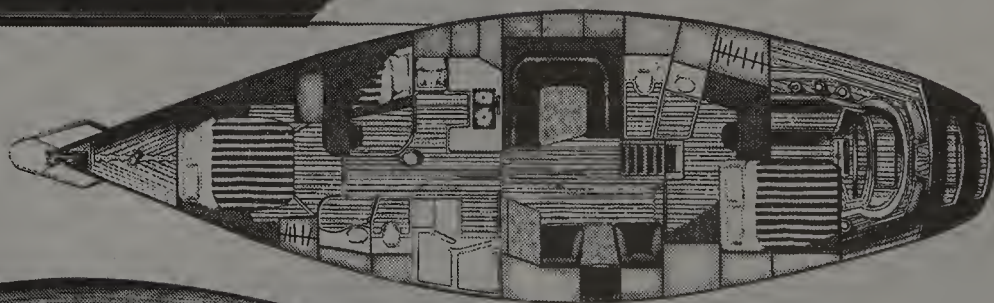


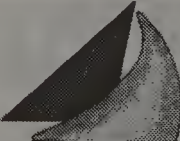
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- ✓ Hull below waterline has gel shield treatment applied and two coats of Micron CSC bottom paint in the color of your choice.
- ✓ Deck has balsa sandwich construction for stiffness and insulation
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- ✓ Two each LEWMAR 66 CST 2 spd primary & secondary winches
- ✓ Two LEWMAR 48 CST 2 spd halyard & one mainsheet winch
- ✓ One LEWMAR 48 CST electric 12v furling winch

### Mast and Standing Rigging:

- ✓ FORESPAR mast, keel stepped, cutter rigged, finished in white L.P. paint, LEISURE FURL boom furling system, five internal halyards, rigid vang with cockpit control
- ✓ Oversize 1 by 19 discontinuous wire rigging with NORSEMAN swageless terminals and NAVTEC stainless steel turnbuckles
- ✓ FURLEX #63d headsail furling unit, quick release inner forestay

### Sails

- ✓ 640 sq. ft full batten furling mainsail 10.3 oz High Modulus Dacron UK SAILMAKERS
- ✓ 836 sq. ft 135% furling Genoa Passagemaker I, 8.3 oz High Modulus Dacron UK SAILMAKERS
- ✓ 176 sq. ft Heavy air staysail, brass hanks, 10.3 oz High Modulus Dacron UK SAILMAKERS



Low profile pilothouse



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- ✓ TECHNICS stereo system with cassette deck and CD changer, eight speakers with individual controls in each cabin and cockpit
- ✓ Full drapery in main salon, wide choice of designer fabrics available for all seating areas
- ✓ Front opening 16 cu ft refrigerator and separate freezer with GRUNERT holding plate system
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### Electrical System:

- ✓ 50 amp 120 volt shore power connection
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- ✓ STATPOWER 40A auto. charger for engine & generator batteries
- ✓ 80 amp 12 volt engine alternator
- ✓ NORTHERN LIGHTS 6 kw generator with sound enclosure
- ✓ 600 amp hour house battery bank
- ✓ Emergency cross over starting switches for primary engine & generator
- ✓ Cable T.V. and telephone connection

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This 1987 Hylas 42 offshore performance cruiser is ready to go. She underwent a complete refit in '95-'96. New 75 hp diesel, max prop, complete electronics and too much equipment to list here. At our docks now.



### INFRA RED

This 1981 Lourie Davidson design has been thoroughly upgraded and is a huge opportunity, lying in wait.



### FREQUENT FLYER

This '87 Express 37 is the best equipped 37 available. Equipped for cruising/racing the ocean or Bay. Must see. Buy now & be ready for the spring season.



### MELGES 24

This exciting one-design Melges 24 is named Yee Ha for a reason! Nothing is quite as exciting as one of these 24-footers. Located at our Alameda office



### MUMM 30

Sparky is a 1996 Mumm 30 that is looking for someone that appreciates and exciting, fast and well equipped boat. Okam instruments, complete sail inventory, carbon mast and pole and dry sailed on her own trailer since new.

## Open Boat Weekend January 9 & 10

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37' Express, 1987, Frequent Flyer .. 92,000	24' Melges, '94, Yee Ha ..... Reduced 23,900
35' J/35, '93, Rapture** ..... 84,500	
35' J/35, '89, Max Q* ..... 79,500	
35' Santana, '79, Hot Flash* ..... 33,000	
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## CALENDAR

3/7. Bob Donovan, (925) 934-7848.

**RICHMOND YC** — Small Boat Midwinters: 1/3, 2/7, 3/7. RYC, (510) 237-2821.

**SANTA CRUZ YC** — Midwinters: 1/23, 2/20, 3/20. SCYC, (831) 425-0690.

**SAUSALITO CC** — Midwinters: 1/23, 2/27, 3/27. Deborah Leanos, 499-9676.



'Azzura' lookin' good... except for those lines over the side!

**SAUSALITO YC** — Midwinters: 12/6, 1/3, 2/7, 3/7. Ernie Lacey, 331-8203.

**SOUTH BAY YRA** — Winter Series: 1/16, 2/13, 3/20. Michael Dixon, (510) 635-5878.

**SOUTH BEACH YC** — Winter Series: 1/9, 2/13, 3/13. Mark Hecht, (650) 341-6449.

**VALLEJO YC** — Midwinters: 1/9, 2/13. VYC, (707) 643-1254.

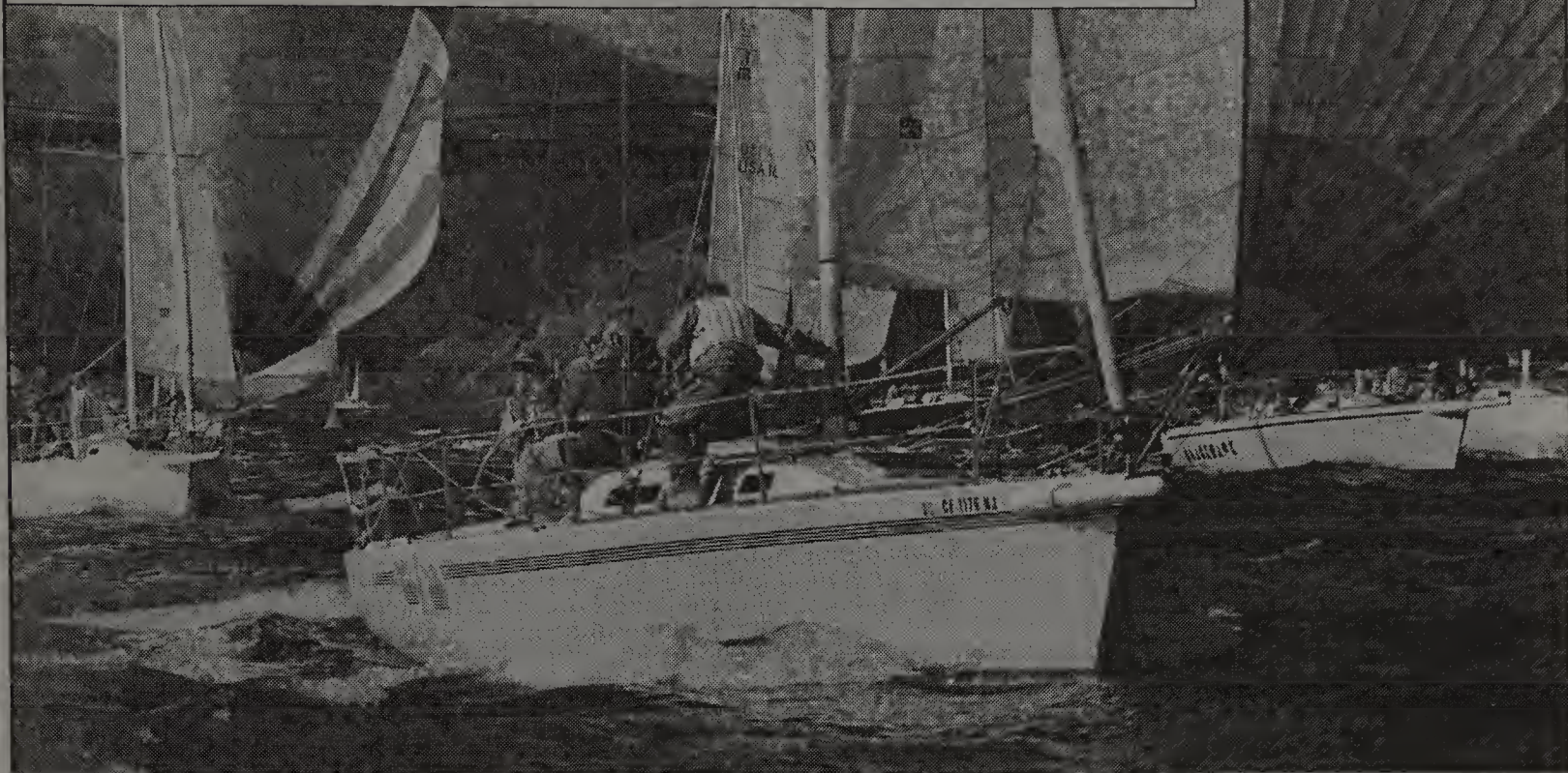
Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

### January Weekend Currents

date/day	slack	max	slack	max
1/01 Fri	0049	0304/2.7E	0614	0907/3.3F
	1158	1517/5.7E	1915	2220/4.5F
1/02 Sat	0141	0355/2.7E	0705	0956/3.2F
	1246	1605/5.7E	2003	2308/4.4F
1/03 Sun	0230	0444/2.6E	0758	1046/3.1F
	1335	1652/5.4E	2051	2356/4.2F
1/09 Sat	0054	0358/2.7F	0708	0951/2.7E
	1401	1644/1.9F	1929	2159/2.3E
1/10 Sun	0147	0449/2.5F	0753	1046/3.0E
	1458	1753/2.1F	2037	2258/2.0E
1/16 Sat	0058	0306/2.1E	0619	0909/2.6F
	1159	1516/4.8E	1917	2217/3.6F
1/17 Sun	0139	0347/2.3E	0657	0949/2.7F
	1237	1557/4.9E	1954	2253/3.7F
1/18 Mon	0218	0429/2.4E	0737	1031/2.7F
	1317	1639/5.0E	2031	2330/3.8F
1/23 Sat		0226/3.3F	0545	0829/3.4E
	1215	1456/2.4F	1757	2046/3.2E
1/24 Sun	0012	0319/3.1F	0633	0926/3.7E
	1325	1608/2.5F	1916	2147/2.7E
1/30 Sat	0033	0253/2.6E	0604	0857/3.3F
	1147	1503/5.4E	1900	2206/4.3F
1/31 Sun	0118	0340/2.7E	0654	0945/3.3F
	1236	1549/5.3E	1945	2248/4.2F



# J/105 New Owner Profile



*The Northern California J/105 fleet has grown to 32 boats!*

**Owner: Jaren Leet**

**Background:** Jaren started sailing as a boy on the Coast of Maine. After college he crewed with a friend on the Bay and then owned a series of boats on the Bay, the last being the highly successful two tonner *Irrational*. Now after a 10-year hiatus from boat ownership, Jaren has returned with the purchase of a J/105.

**Why a J/105?** "I still have a very busy travel schedule and wanted a boat that would be simple to operate, fast, and have a competitive racing fleet. I did not want to have to manage a large crew. I wanted something I could jump aboard and go for a quick sail on my own or shorthanded," stated Leet.

"In the past, I was an active racer and having a strong fleet that participated in the Big Boat Series was important. Though I've owned the boat for a year I didn't get active in the racing until the Big Boat Series. I felt warmly welcomed by a fleet that was competitive and aggressive but also helpful getting a new fleet member up to speed. The Big Boat Series was a great indicator of the quality of the sailing in the J/105 fleet and also the quality of the people. It's all supposed to be a lot of fun and we've just been having a great time with the boat and fleet.

"Chris Corlett and Sail California also deserve a lot of credit for my decision to purchase a J/105. With my travels I did a lot of the purchase arrangements via email with Chris, with whom I have a long and trusting relationship. When I returned from a trip to sail the boat my first time with my non-sailing wife and two important, non-sailing clients, everything went perfectly. For that I can credit the ease of sailing a J/105 and Sail California's customer service.

"With 32 boats on the Bay and a terrific group of owners, the racing is first class and lots of fun. And with the ease of sailing a J/105, I'll happily use the boat for casual daysailing as well. I just love this boat!"

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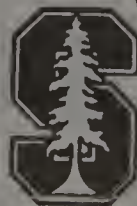
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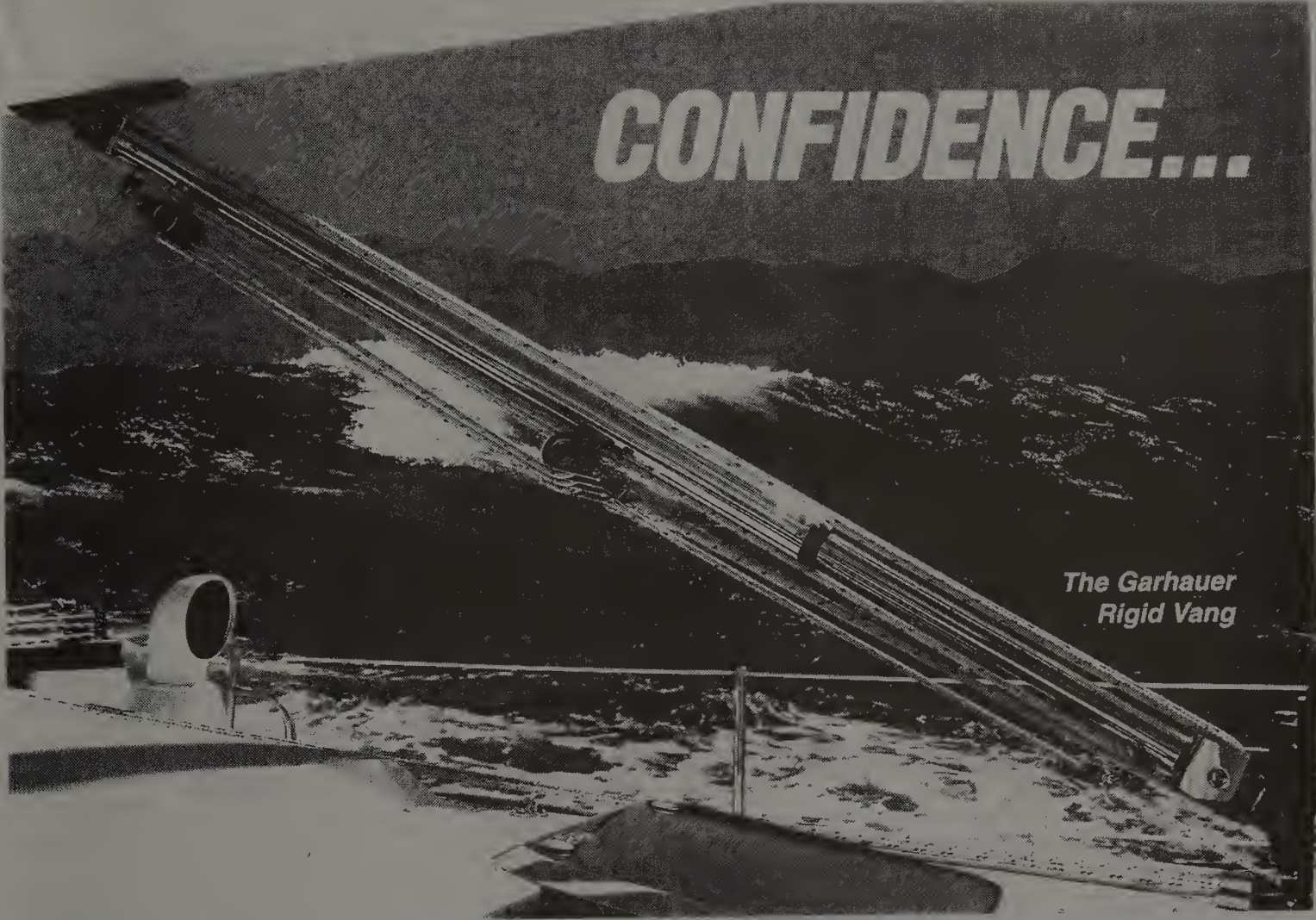
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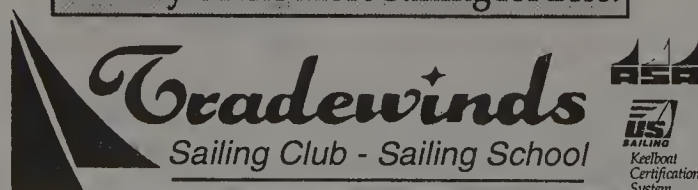
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## LETTERS

### ⚡A WARNING TO ALL

A small warning to all those who name their boats in Spanish. I named my boat *Vaquita* after the smallest porpoise in the world. There are only a few hundred of them left, and they're only found in the northernmost part of the Sea of Cortez. Seemed like a pretty slick name to me.

But after spending the last year in Mexico, it turns out that freely translated, *vaquita* means little heifer, small cow, or portly calf. At this time, I'm having a hard time getting Yolanda to tell anyone the name of the boat.

By the way, I'd like to put my name in the hat — or dinghy — for the '99 Baja Ha-Ha Rally to Cabo. Please send any info you can and I'll return it with a check. I'd signed up in '96, but tragedy struck when my wife of 33 years passed away. I'd like to thank you folks for helping me keep the dream alive and well through all those years.

Bob Shrader and Yolanda Hubbard  
*Vaquita*, Cheoy Lee Offshore 38  
San Diego

Bob & Yolanda — You do have to be careful about the meanings of Spanish words. General Motors found that out when they imported the Chevy Nova — meaning 'Chevy No Goes' — to Mexico. And while *huevos rancheros* is a popular egg dish in Mexico, don't be asking any female clerk in a bodega where the 'huevos' are. And just the smallest things can make the biggest differences. Take Año Nuevo State Park down near Santa Cruz, which means New Year's Park. If you leave the little diddly mark off the 'n' and call it Ano Nuevo State Park, it means New Anus Park.

Several people have already inquired about the '99 Ha-Ha. We can tell you that it will start on October 26 or 27th from San Diego, and unlike last year, there's going to be almost no moonlight. Entry forms for the Ha-Ha will not be available until June.

### ⚡FROG PRINCE

I'd like to ask your readers to help me find out who designed my boat, which is hull #1 of the DownEast 32s. She was built in Santa Ana back in 1975.

I want to know because I'm considering making some modifications to the rig so that I can install a dodger. The easy way would be to add end-boom sheeting. The hard way would be to replace the mast with a taller rig, reducing the boom length. I'm wondering what the effects of each of these would be on the sailing ability of my boat. I can be reached at: Frog-Prince1@msn.com.

By the way, I've been sailing the Bay since the mid-'70s in various types of boats. I started reading *Latitude* in the mid-'80s, and for reasons I can't recall, still have an issue from '84. Maybe it's because that's when I bought my first keel boat, a Bristol 22. I sailed the hell out of that boat.

Donald Marshall  
Walnut Creek/Marina Village

Donald — If we remember correctly, no one was given — or took — full credit for the design of any of the DownEasts, be they the 32, 38 or 45. Bob Poole was always identified as the 'builder'. It's actually common for a designer not to be specified when a boat was partially or fully designed 'in house'. If we remember correctly, many boats in the Catalina line don't have a designer of record.

We can tell you the effect replacing a rig would have on your pocketbook. Ouch! If we were you, we'd start the quest for a workable dodger by picking the brains of canvas-makers, who over the years have had to come up with all kinds of creative solutions to seemingly impossible dodger problems. If they couldn't help, end-boom sheeting would be a quick, simple, and relatively



# Come Sail With Us!

For the umpteen thousandth time you drive across the bridge on a bright, sunny day, gaze at the boats on the bay and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

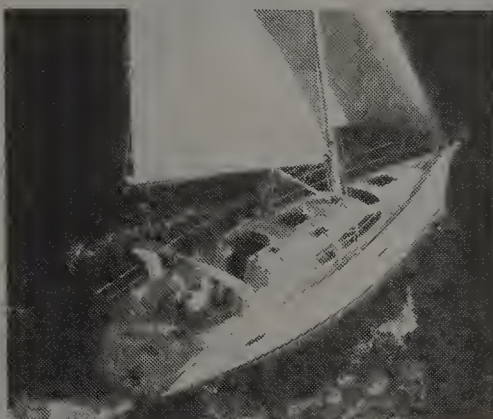
- **Award Winning Sailing School** — Club Nautique offers *US SAILING* certified instruction from Basic Keelboat through Offshore Passage Making. Classes are taught by US Coast Guard licensed and US SAILING certified captains who have passed a rigorous screening process and are chosen for their teaching and seamanship skills. Our instructors are a team of professionals with hundreds of thousands of miles of experience, standing ready to show you the way into sailing, chartering, world cruising or racing.



- **Trawler School** — We offer instruction through the Bareboat Charter Certificate level on our fleet of Mainship Trawlers. We'll train you in both single and twin screw trawlers, so you'll be ready not only for San Francisco Bay and the Delta, but for a vacation charter to the San Juans or the Caribbean.

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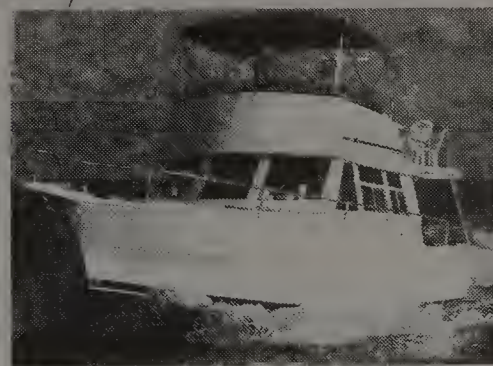
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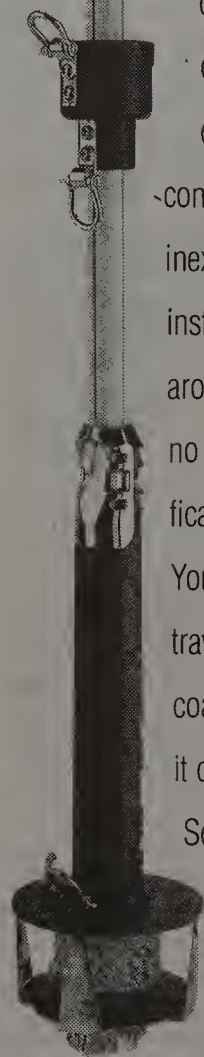
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## LETTERS

*inexpensive solution. In fact, later DownEast 32 brochures show end-boom sheeting — as was used on most, if not all, the DownEast 38s.*

*We wish we could remember the name of the older Northern California couple who did a circumnavigation in a DownEast 32 a number of years ago. Despite the fact they rolled 360° just 50 miles outside the Gate at the end of their long trip, they decided to take off cruising again a few years later. If we remember correctly, they were in their 70s at the time.*

### LEGAL DUTIES OF MARINERS

As an admiralty attorney for the United States, I represent the government's seagoing community in legal proceedings brought in federal court. My brother Ted, a sailor who enjoys reading your magazine, suggested I write you concerning the legal duties of mariners when confronted with a maritime casualty, or when a request for assistance is transmitted by the Coast Guard.

Contrary to popular belief and ancient tradition, there is no law requiring anyone, including the United States Coast Guard, to voluntarily provide assistance to mariners in distress.

Federal law does, however, address the duties of mariners who become "involved in marine casualties." The statute can be found in 46 United States Code, §2303 entitled: "Duties related to marine casualty assistance and information."

This law requires the person in charge of a vessel involved in a marine casualty to render the necessary assistance to save each affected person from danger caused by the casualty, as long as the vessel owner does not object, and the acts can be done without "serious danger" to the vessel or crew involved in the casualty. Necessary assistance includes, but is not limited to, arranging for salvage, towage, or medical treatment. The code section also requires that the person in charge provide name, address and vessel identification to persons injured or owners of property damaged.

Failure to comply with this law may result in a fine imposed by the federal government of not more than \$1,000 or imprisonment of two years. The government has the power to sell the violator's vessel to recover the fine should the owner not pay.

This law also codifies the standard of care applicable to all persons providing assistance in a marine casualty. That is, a person will not be liable for any "damages" resulting from the assisting actions as long as the person acts as an "ordinary, reasonable, and prudent individual would have acted under the circumstances." This is similar to the typical 'Good Samaritan' negligence standard applied by the various courts under the judicially created maritime common law to the conduct of maritime rescuers. (Maritime law holds that not only must the rescuer's conduct be negligent, but that the conduct must have worsened the condition of the person(s) or property involved).

The determination of liability of the rescuer for any damages is made by a judge or jury in an admiralty civil action filed by the injured person in state or federal court. A person found not to have acted in accordance with the Good Samaritan standard is liable generally for the value of property damaged and compensation for personal injury or death resulting from the negligent acts.

In sum, only persons involved in marine casualties occurring in the navigable waters of the United States have a legal obligation to render assistance in accordance with §2303 of the United States Code. Those who provide assistance, whether required to or not, must do so in a prudent manner lest they become liable in a civil court action for any resulting damages.

I hope this information is helpful to your readers who, I assume, will continue to provide assistance to their fellow mariners, legal obligation or lack thereof.





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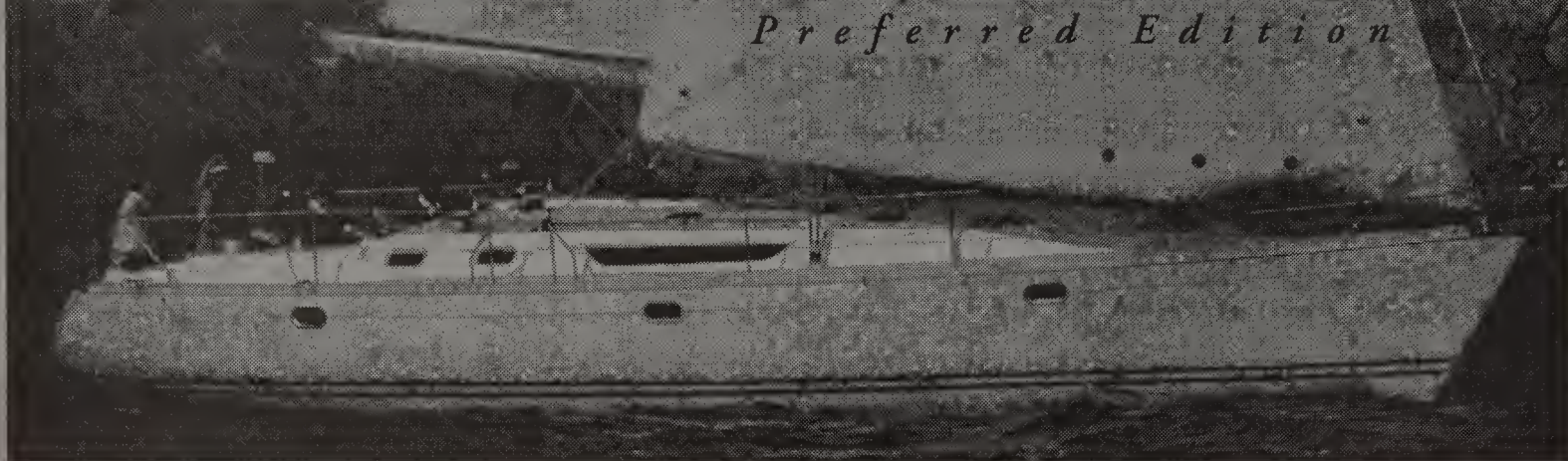
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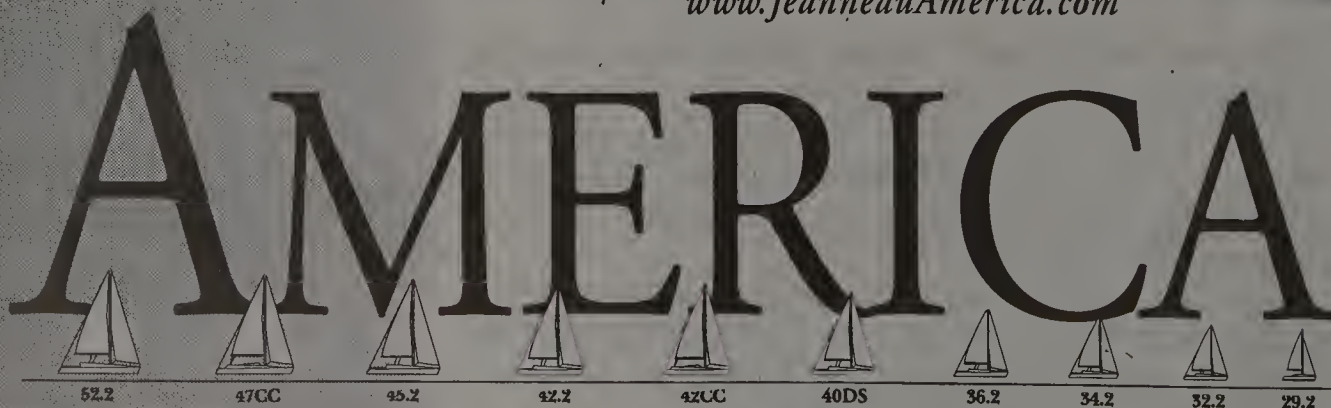
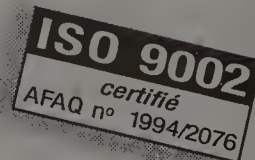
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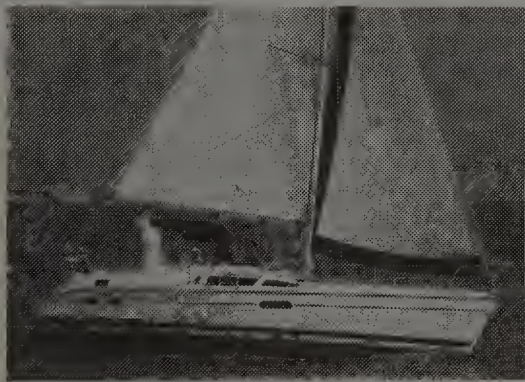




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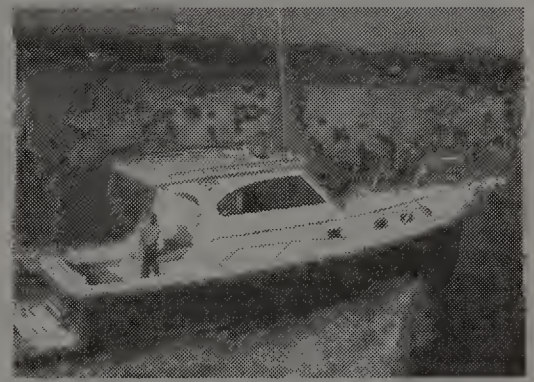


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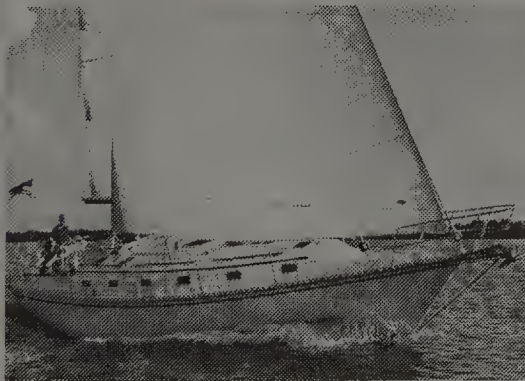


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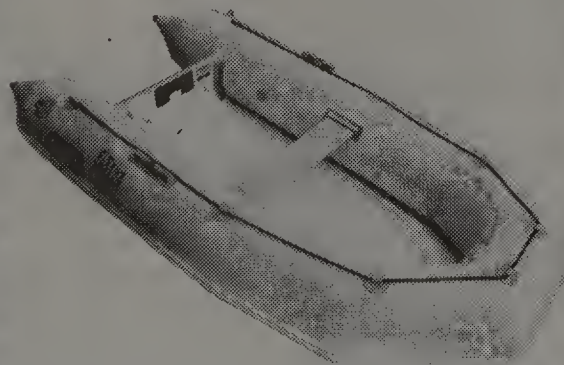
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## LETTERS

By the way, the views stated in this letter reflect my personal opinion, not that of the United States, and is not intended as legal advice.

Timothy R. Lord, Trial Attorney  
U.S. Department of Justice, Admiralty Section  
San Francisco

### ↑↑ DOESN'T DO HER JUSTICE

I read with interest your October *Sightings* piece on the U.S. Women's Sailing Championships. In the *Latitude* tradition, it was excellently written.

However, your description of Vicki Sodaro as a "soccer mom" doesn't really do her justice. In addition to being a mom, she runs marathons and the Hood loft in Sausalito with her husband, Robin.

Dave Biggs  
Cal 35, *Runnin' Late*  
Redwood City

*Dave — It's true that Vicki does a lot of things. But it's also true that she liked that 'handle' we gave her so much that she's named her J/24 Soccer Mom.*

### ↑↑ NOTHING BUT SALTWATER AND PLANKTON

I stumbled onto your site while cruising the web last week. What a great site — especially for a landlocked sailor (wannabe)! Come spring, I'll be looking for a starter boat, probably something like a Westerly Centaur. I'll name her *Gulliver*, and after that you'll find me on the Great Lakes every chance I get.

An old letter to the editor referred to the possibility of a shipwrecked sailor drinking seawater. You more or less replied that it couldn't be done safely. I have no way to judge if that's true, but I refer you to the experiments of Dr. Bombard, who claimed to have drifted across the Atlantic in a raft, surviving quite well on nothing but seawater and plankton. Perhaps you could comment on the credibility of this report?

Rick Fischer  
Victoria, Minnesota

*Rick — In our April and June '98 issues, we ran articles on Dr. Alain Bombard's experiment in living off the sea while sailing across the Atlantic in a small inflatable in 1952. While no one doubts that Bombard made it across the Atlantic, not everyone believes he did it living entirely off the sea — as he claimed. Indeed, many experts believe Bombard's assertion — that shipwreck victims could survive indefinitely by drinking limited amounts of saltwater and the juice squeezed from fish chunks — was both incorrect and irresponsible.*

One of Bombard's biggest critics was/is Dr. Hannes Lindemann, a German doctor who met and was inspired by Bombard just before the French doctor took off across the Atlantic. Starting in October of 1955, Lindemann crossed the Atlantic from the Canaries to Haiti in 65 days aboard a 25-foot long, 2.5-foot wide dugout canoe. Just nine months after completing that trip, Lindemann crossed the Atlantic from the Canaries to St. Martin in 72 days, this time with a 17-foot long, 36-foot wide stock Klepper folding kayak!

According to *Alone At Sea*, the book which Lindemann wrote shortly after his crossings, everyone at the Real Club Nautico in Las Palmas watched Bombard load his raft "to the brim" with 25 gallons of water and enough food for three months before he left. Lindemann also charges that Bombard twice took on provisions from passing ships — and that photographs of one such incident appeared in Dutch newspapers.

Lindemann — who was so adverse to publicity that he didn't even tell his family until after he completed the voyages — calmy





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In consideration of being admitted to membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by the rules of the United States Sailing Association and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with minimum equipment requirements. I agree to hold harmless the officers, agents and employees of the YRA, its member Association in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above named entities or individuals in preparing my yacht for racing.

Signed: \_\_\_\_\_

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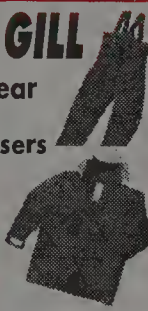
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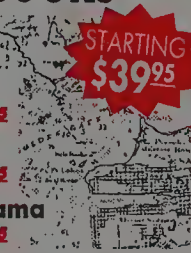
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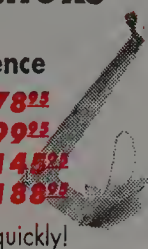
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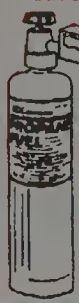


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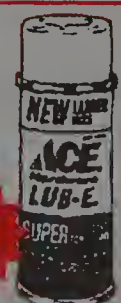


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## LETTERS

disputes both of Bombard's main tenets. Lindemann says that his experiments at sea — as well as many by other notable doctors ashore — proved that saltwater is not potable. In addition, Lindemann reported that he was unable to get any useful fluids by crushing chunks of fish. Lindemann advises shipwreck victims without water to avoid eating fish.

Lindemann's book offers much more specific observations and recommendations than did Bombard's, which in truth offered very little. Lindemann also reports that Bombard wasn't the first to sail across the Atlantic in a raft. He claims it had been done in 1868 with a raft called Nonpareil, and in a folding rubber boat by Capt. Franz Romer in 1928.

The English version of *Alone at Sea* was long out of print when Peter Schwierzke, a sailor who owns Klepper West/Western Folding Kayak Center in the Central Valley, convinced a reluctant Lindemann to let him republish the English version — along with a new chapter summarizing what was learned from the two crossings. This fascinating book, complete with color photographs, is available at \$20 — a discounted price for Latitude readers — by calling Schwierzke at (530) 626-8647. We highly recommend it.

Lindemann is one of those older gentlemen — he's 75 now — who mistakenly believes that nobody cares about the achievements of his youth. Yet when his folding kayak, on permanent display in Munich's prestigious Duetches Museum, was loaned to another museum in Bonn, Lindemann was asked to appear. Although only several hundred people were expected to attend, a crowd of 2,000 — many of them from other countries — packed the auditorium to hear Lindemann speak.

If it was a life and death situation, we'd follow Lindemann's recommendations.

#### FOG BROOM

Re: the "fog collectors along the Baja coast."

More than 30 years ago, the New Jersey Department of Transportation invented something called a 'Fog Broom'. They would drive a flatbed truck — outfitted with a large array of fishing line strung between frames — along the turnpike when there was heavy fog. The fine line 'broom' effectively cleared one lane of the fog — for a brief period of time. It worked great, but was economically unfeasible as every fifth vehicle would have had to be a 'broom'.

So now, three decades later, someone has refined the concept, but this time to collect water rather than to clear fog. Perhaps a creative sailmaker could design a 'sail' which would collect fog droplets and deliver them to a container at the foot of the sail. Ah ha, free drinking water!

Lary Wasserman

Lorilee

Fiddlers Cove Marina, Coronado

Lary — Based on our experience, sails which transform fog into water droplets — that torturously drip on the heads of crew — are not new. Indeed, the innovation would be a sail that didn't drip when in fog.

#### '59 WAS A VINTAGE YEAR FOR TAHITI

Recent letters about Tig Lowe brought back a lot of memories. I sailed with Tig in 1959 when we delivered the 50-ft motorsailer *Manawanui* from Tahiti to Nassau. He was skipper, I was navigator, and we had three other crew members — two Kiwis and a Brit named Bill Moss. We later learned that Moss was famous for being one of the two British Secret Service agents who kidnapped the German commanding general of Crete during World War II. He wrote a bestselling book about it, *Ill Met by Moonlight*, which was later made into a movie.

The *Manawanui* had come to Tahiti from New Zealand via

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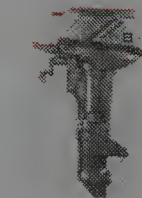


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## LETTERS

Honolulu. The humorist H. Alan Smith wrote about the trip in his book *Waikiki Beachnik*.

In any event, on the way to Panama we stopped at Mangareva, where Bill and Tig put on a boxing exhibition — much to the delight of the islanders. We naively laughed at their concerns about the atomic bomb. They apparently knew something we didn't, as Mangareva later became the base for the French atomic tests.

It turned out that '59 was a vintage year for Tahiti. Sterling Hayden and Spike Africa were there with the great schooner *Wanderer*, and Hayden gave us his copy of *Kon Tiki*. I think the stories in the book about the natives stealing rigging had something to do with Tig's electing to bypass Easter Island. Herb Caen flew down that year, and at least one of the *Kon Tiki* crew was still in town. Taffy Sceva, who was later commodore of the TransPacific YC, was down with his old TransPac boat, *Westward Ho!* Hank Taft, who later ran *Outward Bound*, was there aboard *Blue Sea*. And George Larson, one of the original L.A. surfers, was there as well aboard the old Long Island schooner *Baboon*.

The picture of Tig was taken the day he decided to shave his beard. He did actually play that box, and I remember him as a very creative cook when it was his turn in the galley. After we arrived in Nassau, I believe he was hired to skipper a boat for the oceanographic people at Wood's Hole, and I haven't seen him since. But it sure would be great if these letters generate a contact.

P.S. Tig knew me as 'Bones'.

Howard Kanter  
 Turlock, CA

### BUTCHERS — BUT COURAGEOUS BUTCHERS

I would like to thank you for publishing my feature article on watermakers in the December issue of *Latitude*. Unfortunately, I find that difficult to do. The article, as I wrote it, contained much information of use to cruisers. I took great pains to assure that it was accurate and well written. I was deeply chagrined to read the text that was actually printed in your magazine after passing through your copy editor's hands.

During the last 35 years, I have had many articles published in a variety of forums, including book reviews, technical articles, and editorials. For many years I worked in the printing and publishing industry. I managed a popular bookstore, was a printer, typesetter, small-press publisher and editor, and taught letterpress printing and graphic arts at UCSB. In short, I am no stranger to the processes involved in the publishing world. With that said, I can state — without qualification — that I have never seen a butcher job like you performed on the submitted copy for my article.

In comparing my original to the published version of the article, I logged over seventy editorial changes. It's worth noting that I detected no spelling corrections, the article was not significantly shortened, and your editor missed a couple of legitimate flaws — including one case of a plural subject/singular predicate error. For the most part, the editor chose — in my opinion — to make changes that brought the prose style into better conformity with the mediocre standards that prevail in the world of second-rate journalism — alterations like introducing contractions (e.g., "I will" became "I'll", "is not" became "isn't") and eliminating words that might be too highbrow for your readers ("air ingress" became "air entry", "excreta" was eliminated).

Such changes, although irritating to an experienced author, are not the reason I'm writing this letter. My complaint is about the changes that materially altered or excised the content and/or meaning of my text. There were a number of such changes.



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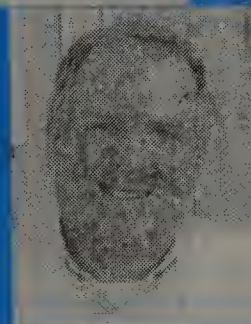
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## LETTERS

Instead of enumerating them all, a single instance should suffice to illustrate my point. Consider the following:

In the section discussing 'Prefilter Care', my original copy read: "When the watermaker is running, the intake water is filtered through the 30-micron prefilter element."

This true statement was changed to read: "As anyone who has used them knows, watermakers 'make' fresh water by pumping seawater at high pressure through an extremely fine, 30-micron prefilter element."

In changing my text, your editor created an entirely false statement — and gave me the byline for it. The watermaker does not pump water through the prefilter at high pressure. It sucks water through the prefilter and then pumps it through the membrane at 800 psi. The prefilter typically operates at low — less than atmospheric — pressure, unless an optional booster pump has been installed. Finally, a 30-micron filter is not considered "extremely fine". In fact, it is a relatively coarse mesh, just adequate to prevent larger solids from passing into the membrane element.

I hope you have the courage and integrity to publish this letter. If not, at a minimum, I want to have a disclaimer published, which will inform your readers that I disassociate myself from any responsibility for the content of that article. I've worked very hard over the last few years to establish my credibility within the cruising community. This article amounts to a major blow against that credibility. It remains to be seen how many copies of my book will not be sold to potential customers who read the article and concluded that I don't know what I'm talking about.

A final comment: I, and many of your longtime readers, are well aware that *Latitude's* publisher had problems with a PUR Model 80 watermaker a few years ago, and that several negative comments about PUR watermakers appeared in the pages of *Latitude*. I want to make it clear that, in evaluating the editing of my article, I found no reason to suspect that the editing changes were an attempt to slant the article against, or disparage, PUR watermakers. In fact, the article was written at the publisher's request during a conversation we had in Cabo San Lucas last year. As far as I'm concerned, this is simply a case of bad, intrusive, irresponsible copy editing — nothing more, but certainly nothing less. It's the sort of thing I would expect from Rush Limbaugh — not *Latitude*.

Gary E. Albers  
Ishi  
Santa Barbara

Gary — We're uncomfortable with what we consider to be unnecessary formality — particularly with regard to casual activities such as sailing. So yeah, we happily use contractions — as well as words such as 'yeah' instead of 'yes'. In all honesty, we don't see any reason to apologize for it.

As for copy editor changes that created factual errors, we sincerely apologize for the mistakes. Our intent, as always, was to make the article as readable as possible. Unfortunately, we're human, and do make mistakes. But consider the bright side of things, as these errors will no doubt make people more eager than ever to own a copy of your book.

### ⇕WHAT HAPPENED TO DUE PROCESS?

A while ago, I wrote *Latitude* expressing my unhappiness that 'unlimited discretion' for boarding boats had filtered down to the deputy law enforcement level. Rather than publishing my letter, you wrote back to say it was your belief that the Coast Guard was the only law enforcement agency with boarding privileges, and that they could only exercise them under certain circumstances.



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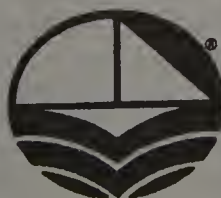
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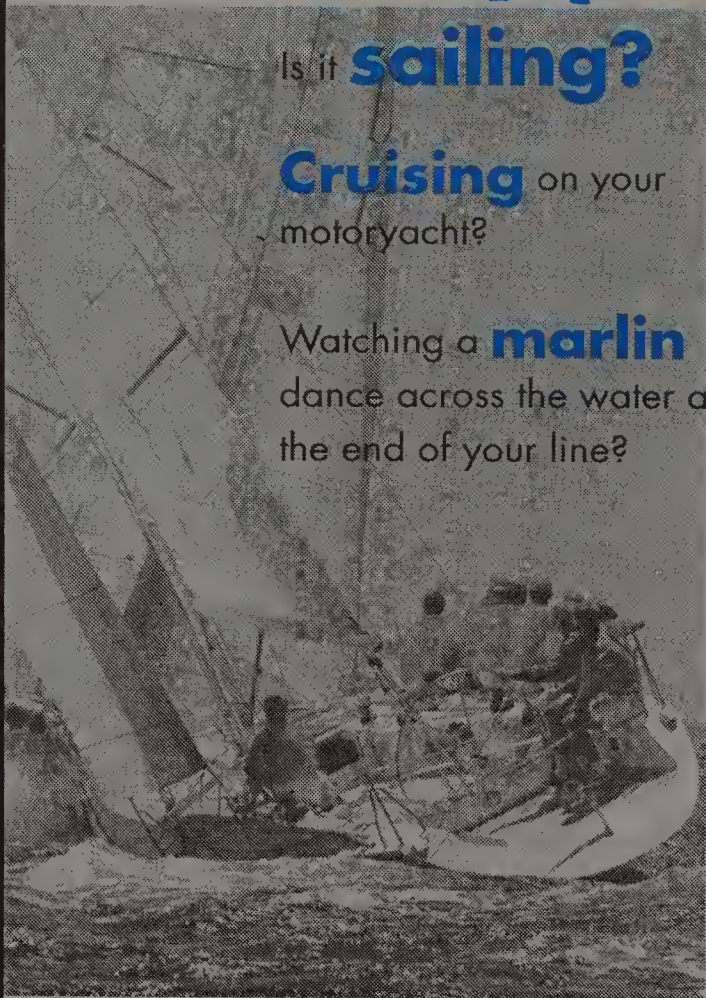


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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Gari Conser.

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## LETTERS

Well, check out the following quote from the Texas Department of Parks and Wildlife website:

"Boating Regulations, the inspection of vessels. In order to enforce the provisions of the Water Safety Act, enforcement of officers — game wardens and other peace officers — may stop and board and inspect any vessel to determine compliance with applicable provisions."

Was I just hallucinating or did I really take a class once where the terms "probable cause" and "due process" were used?

Name Withheld By Request  
Texas

N.W.B.R. — *The Coast Guard can board all U.S. flag vessels in territorial and international waters any time they want — as long as they observed the boat underway. There are limitations on what parts of your boat the Coast Guard can search — at least in theory.*

*Based on the information you provided, it appears clear that game wardens and other peace officers — in Texas at least — also can stop and board boats. Nonetheless, if they boarded your boat to check for oily discharge and found it full of pot, we'd bet that even a storefront lawyer could get you off. This doesn't eliminate the fact that we think it's a gross violation of the Fourth Amendment protection against illegal searches. In a somewhat related matter, the Supreme Court recently ruled that just because a vehicle is stopped for a traffic violation doesn't mean it can be searched.*

### ↑↑ BETTER HERE THAN AT SEA

We installed a holding tank last month, but then had a rude surprise. When we attempted to shut the outflow valve from the toilet, we discovered that it was frozen in place. We gave it a whack — and the main thru-hull valve and fitting crumbled! Fortunately, I still had wooden plugs for all thru-hulls. They'd been lying around in the boat ever since I'd made them 20 some years ago on recommendation of our first surveyor, Jim Jessie.

Last month, when we then checked the other original thru-hulls, we found the three of them were in an equally precarious state. It's appalling to think that the more recent surveyors apparently hadn't checked the integrity of these original fittings by giving them a solid whack.

Of course, I should have been 'exercising' these valves regularly, and even stressing them during haulouts. *Mea culpa!* However, that doesn't excuse the surveyors. On the whole, however, I must admit that I've found surveyors to be conscientious and competent. The one exception was a guy who described my little Atomic 4 as a diesel in an insurance report! Don't I wish.

Another thing, Jessie was the only surveyor who made a point of telling me about his reasons for stressing the fittings: "Better they break here than at sea." He also told me to hit my fire extinguishers with a mallet, and occasionally mount them upside down. Why? Because these two things would help prevent the chemicals from forming into a solid — and therefore useless lump — when they were needed. Jessie also told me that I should disable the automatic bilge pump when I was at sea.

I wish all surveyors felt it was a part of their job to educate us boatowners at the time of their inspections. Jessie sure did. Of course, if the custom became prevalent, it might make work for 'land sharks' who would encourage skippers to sue for "a failure to warn."

Until I dipped into Diana Green Jessie's book, *Cruising Women's Advisor*, I didn't know about Jim Jessie's video, *Be Your Own Sailboat Surveyor, Almost*. In 50 years of sailing on San Francisco Bay and beyond in a series of ever larger boats, I can think of a dozen things I myself have learned to watch out



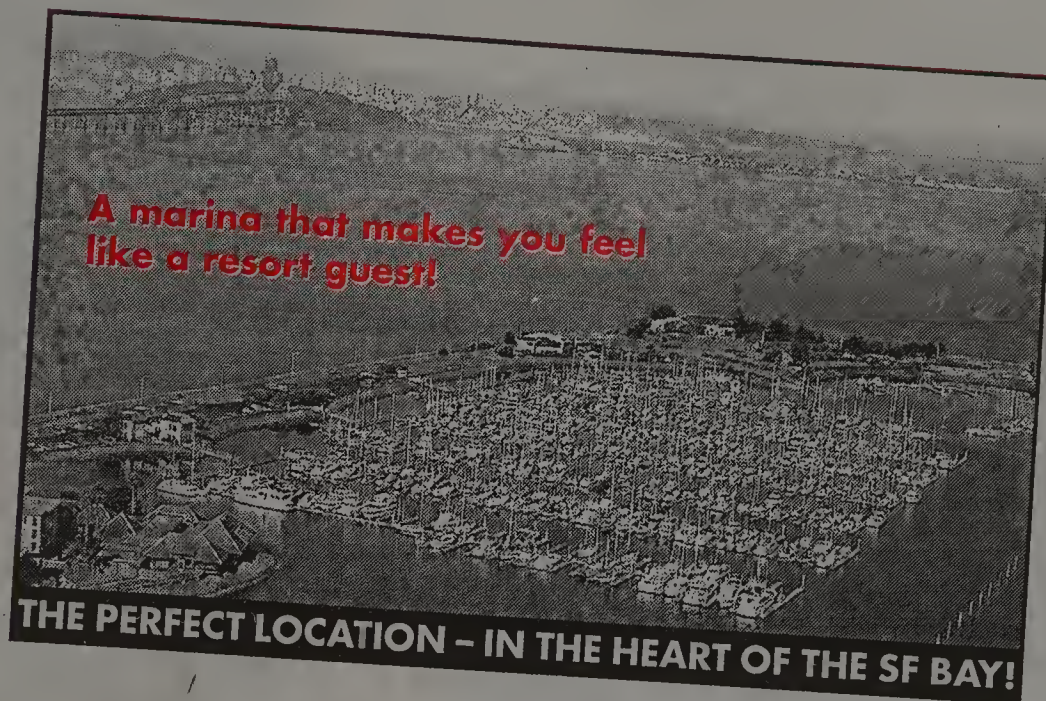
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## LETTERS

for. I only discovered them before disaster struck thanks to the good auspices of my Guardian Angel.

I would like to propose a kind of 'belt and suspenders' idea that could potentially benefit even the most responsible skipper. Diana and Jim should be asked to put together a pamphlet or brochure on the subject. It should be financed by some consortium of marine insurance companies, with the idea that every marine surveyor would leave a copy aboard at the time of every survey.

I hope *Latitude* will publish our thru-hull experience as a cautionary tale. It also pleases me that your good magazine

DIANA JESSIE



*Jim Jessie enjoying his well-deserved retirement.*

keeps us informed about how good people like Jim and his wife Diana are doing enjoying their well-deserved retirement visiting far off ports of call — which now I can only dream of visiting. I shall probably reach the Pearly Gates before Jim does, but I expect to be denied entrance and informed that the hinges have corroded from salty language used by so many uptight racing skippers. But I shall recommend that St. Peter give Jim Jessie a well-deserved welcome — and ask Jim to check those hinges as soon as he's secured his dock lines and put his fenders out.

Malcolm Sowers  
Sinola, Islander 30 Mk II  
Castro Valley

Malcolm — What is a 'belt and suspenders' idea?

We owned Big O when she turned 20, and one of our priority projects became replacing all the thru-hulls. It wasn't easy, because there were 27 of them, and because many of them had been glassed in. But it was worth it, because we discovered that a few of those that had passed the scraping and 'baby sledge' tests were nonetheless about to fail. Some of the failures would have been tiny pin holes, some would have represented more significant deterioration.

If anyone out there has a boat that's 20 years or more old, we'd give very serious consideration to replacing all the thru hulls — even if they can stand up to a baby sledge.

### ALMOST A NEW BOAT

In your Around Alone update of Leg One, you made a slight error. Brad Van Liew's Marina del Rey-based *Balance Bar*, formerly *California Challenge*, was not ex-Duracell, Mike Plant's '90-91 BOC steed. It was actually Alan Nebauer's *New Castle Australia*, which was new in the '94-95 race. We watched the careful refit — supervised by Nebauer — for the current race when it was carried out in Marina del Rey. The refit included a reshaped keel, a new rudder, mast, engine, generator and deck hardware. With all the changes and loss of 1,500 pounds, you could almost call her a new boat.

Nebauer finished fourth in the '94-95 race after a few minor



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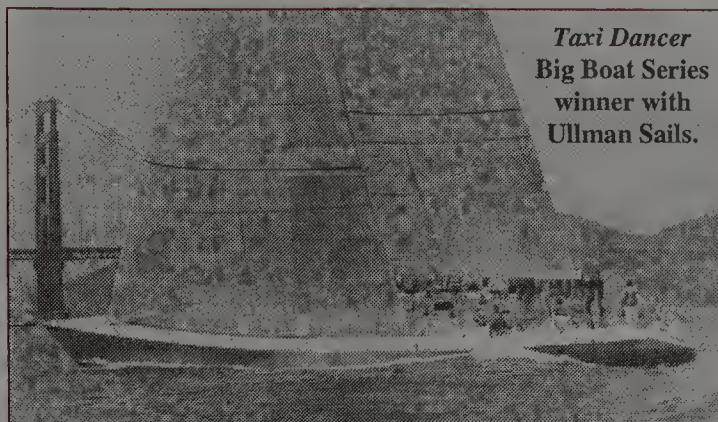
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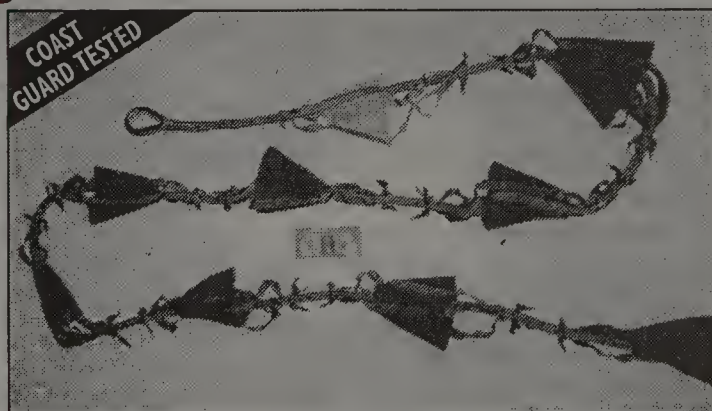


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## LETTERS

problems — little things like a delaminated keel in the Atlantic, a dismasting in the Southern Ocean, and losing his rudder after replacing the mast in the Falklands. You can read his riveting tale in his book *Against All Odds, Around Alone in the BOC Challenge* (McGraw-Hill).

We are friends with both Alan and Brad, and don't believe they are trying to keep the origin of the boat a secret — it's been mentioned several times on the *Around Alone* site and in several California publications! Best regards.

Richard and Kati Findlay  
Equation, Chance 68  
Marina del Rey

Richard & Kati — We're sorry for the error — sometimes there are just too many boats and names to keep straight during a harried deadline.

By the way, we assume that your Equation is the really bitchin' old maxi ketch that used to thrill all the sailors — our Racing Editor included, when he was young — on Long Island Sound. She participated in the Bermuda Race, the SORC, and a host of others major events. If she's still in pretty good shape, we'd like to write about her.

Random thought: Anybody know what happened to the cool old East Coast boat called Thunderhead?

### NO LONGER REPAIR THIS SERIES

If I remember correctly, the Magellan NAV 5000 originally sold for more than \$500. My unit has failed twice in the last several years. Recently I sent it to the company's repair department for repair. It runs on a 12-volt cable connection, but not on batteries. I received the following form letter in reply:

"Dear Customer,

We must inform you with regret, that we no longer repair this particular series of units."

No offer was made to sell me a new one, even at list price.

It seems to me that the boating community should not support a company that refuses to stand by its products, particularly one that required such a large initial investment.

John Cotton  
Puerto Vallarta, Mexico

John — In most cases we'd heartily agree with you, but in this case we're only giving lukewarm support. As we all know, many modern electronic products — including GPSs — are being dramatically improved at an incredible pace. As a result, products even just a couple of years old are vastly inferior to current models that actually cost much less. So rather than getting too upset about it, we'd plunk down the \$200 or so it costs for a newer, far superior GPS — one that probably runs on both batteries and 12-volt.

### STUGERON WORKS FOR ME

Pauline Taylor is right about Stugeron, a seasickness remedy. A lot of folks swear by it, including yours truly, who has suffered from *mal de mer* for years. I just acquired a new stock of it over-the-counter in England, where I was warned to look-out for drowsiness as a side effect. The pharmacist, who happened to be a sailor himself, said that not everyone suffered from this side-effect — I don't — but until you find out, don't drive a car after taking it. And don't take the helm in a busy shipping lane!

It seems that the United States is the only country where you need a prescription to get Stugeron, so you might ask your physician about long-term effects. I asked mine.

Brian Fagan  
Santa Barbara





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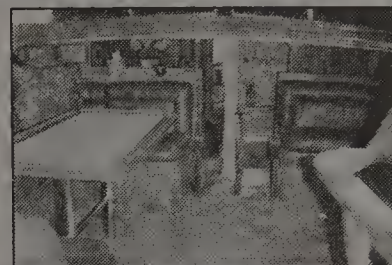
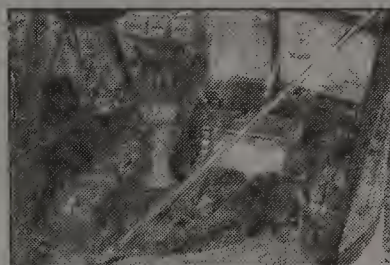
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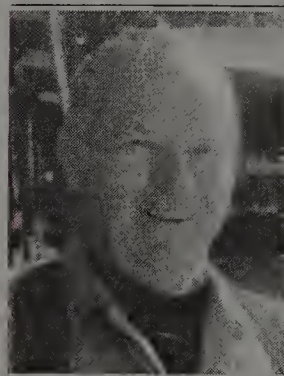
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## LETTERS

### ⇅ HOG HEAVEN IN VALLEJO

I loved your October feature on cruising up the Napa River. I live in Vallejo and missed your stop at the marina. Someone told me you stopped there — and I believe them because they said you had a lovely crew.

I have two boats in Vallejo Marina, one is a 36-foot cabin cruiser and the other is a Columbia 22 sailboat. Needless to say, I'm in hog heaven. I have been in Vallejo for over 20 years now, and retired from Mare Island in 1985. After I retired, I was



*Bib built his dream boat.*

babysitting a friend's house that happened to have a very large driveway. So I took the money I was saving by not paying rent and put it toward building a 33-ft houseboat. When he came back and discovered what was going on in his driveway, he was a little upset. But when I put it in the water and it floated, he was so impressed that he forgave me.

I lived on the houseboat for three years, then sold it for more than it cost to build. I used the profits to build my 36-footer, which I've been on for six years now. During this time I came to

meet many people in this area. Some were real characters, some have real character; I think we can tell the difference.

Anyway, had you stopped at the guest dock around 1800, and if you'd walked up to the Remark's Harbor House, you would have met a bunch of new and old sailors. One of the most interesting of them would have been Bib, who is over 72 years old and has been building his Charles Wittholz-designed 42-footer since 1975. I've never been so happy for a person as I was for Bib on April 18 of last year when he took *Muriel* on her maiden voyage.

Bib had started *Muriel* back in '75 with five tons of plate steel stacked against a tree somewhere along the Sacramento River, and it's been a long pull. The building site flooded three times while he was there, and once he had to flood his unfinished boat to keep her from floating away! Between floods, he was slowed down by two open-heart surgeries, a crushed heel suffered when he fell off a ladder, a ruptured something, an attack of pancreatitis, and other nuisances. He also had to paint the boat a little early because people driving along the freeway close to where the boat was tied would shoot at it. "She did look like a beer can on a sand dune in the desert," Bib admits. In any event, he waited to put the ports in until he'd moved the boat out of gun shot range.

COURTESY 'WIND WALKER'



*'Muriel' on one of her maiden voyages.*

When the boat was finally launched, I got to pace her. I did it again when Bib was able to get all the sails flying. I was in my Columbia 22 chasing him when I took the accompanying photographs. I started out way ahead of him, and after he got two of his sails up, I had to start my engine to keep up. When he



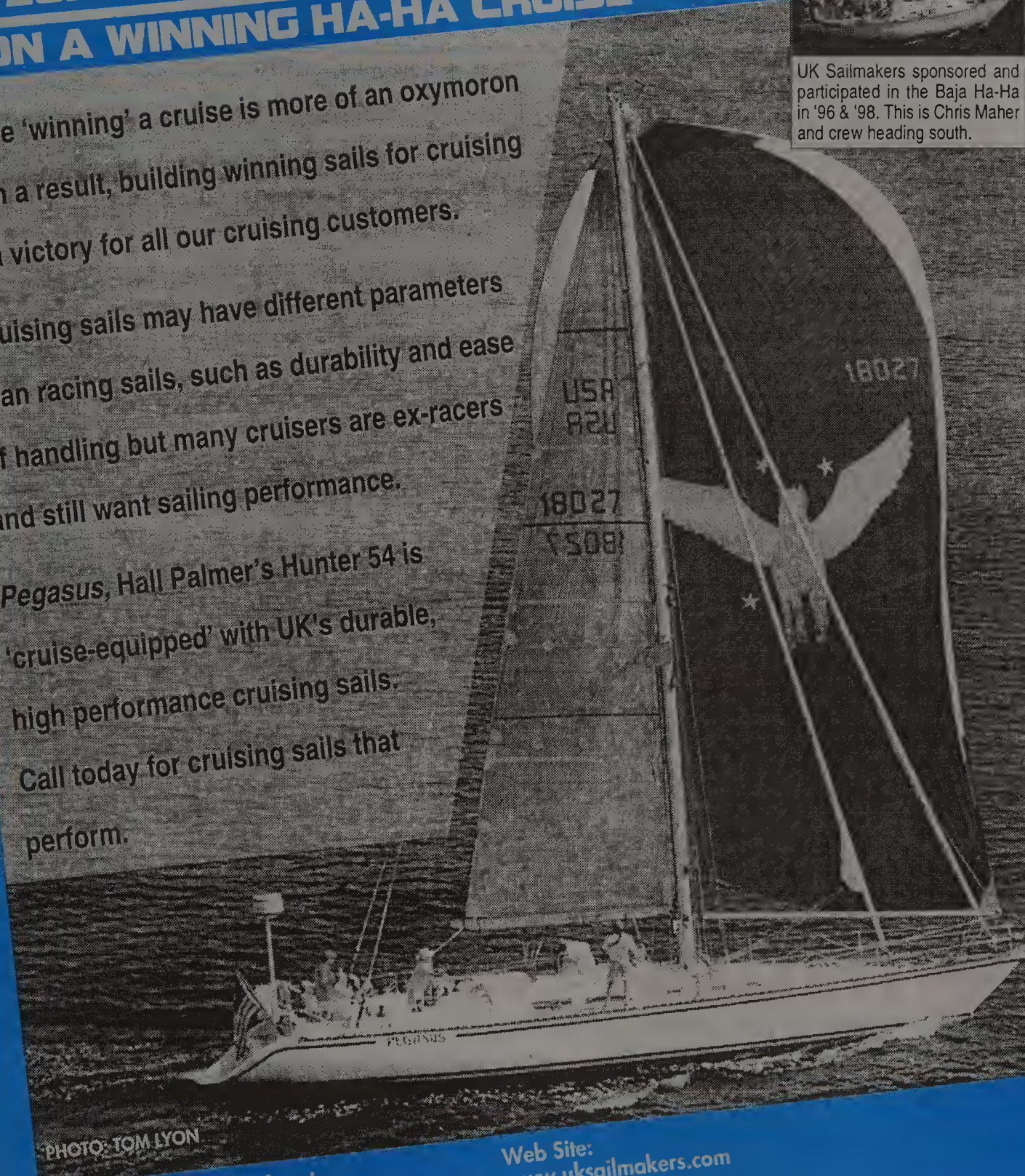


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UK Sailmakers sponsored and participated in the Baja Ha-Ha in '96 & '98. This is Chris Maher and crew heading south.

PHOTO: TOM LYON

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## LETTERS

put the mizzen up, he really left me in the dust. I was later able to take a shortcut across the Bay and get some lovely shots of Muriel. When we finally met back at the berth, it was so hot that I had to take a swim. But the beer was cold and we were all so happy for Bib.

Bib plans to sail off to find the lost treasure of Lima on Cocos Island or something like that. But it's the journey and adventure, not the destination or treasure, that he says interests him. But until Bib leaves, I'd like everyone who sees him on the Bay to give him big waves and think of what it took to accomplish something like this. Hats off to you, Bib!

Joe Balocca  
Wave Walker  
Vallejo

Joe — Bib kind of reminds us of one of our all-time favorite cruisers. We can't remember his name, but he was also from Vallejo. After retiring from Mare Island, this guy got a pile of scrap steel and decided to build his version of a Columbia 43. It was rough, but he did make it down to Mexico, which was his dream because he never wanted to be cold again in his life.

What a wild boat, though! Her mast was made from a series of dairy truck drive shafts welded together. The standing rigging was used guy wire from PG&E. He lathed a bunch of big wooden blocks and fitted them out with Ford starter motors, giving him the cheapest electric winches in the world. He carried full welding equipment, and even fabricated a new prop while at anchor. His 'brand new' engine was surplus from World War II, and the transmission was a big manual thing — we're not making this up — that required you to push a large trailer tire from one side of the boat to the other in order to shift gears. But the coolest thing of all was that the guy kept his greasy wrenches and screwdrivers right in there with his silverware. Oddly enough, he was a singlehander.

### PRUDENT AND INFORMED

My question regards who has the right-of-way in a crossing situation. I thought I knew the answer, but I'd gotten different answers from different people.

When returning from the Gate along the Cityfront, sometimes under sail, sometimes under power, I often encounter Blue & Gold and Red & White fleet ferries entering or leaving their respective berths. My understanding of the rules of the road is that, in general, I am the burdened vessel when traffic is approaching from my starboard, i.e. leaving the city berths, but that I am the stand-on vessel for traffic approaching from my port, i.e. returning from Alcatraz.

But it's one of those situations where I am not sure if there are special rules for the tourist boat fleet. I've gotten some pretty dirty looks — although no horns — from ferry boat skippers returning from Alcatraz when I act as the stand on vessel. Any definitive thoughts? I'd like to act as both a prudent and informed skipper.

Richard Deep  
Hunter 31  
South Beach

Richard — Your basic interpretation of the rules of the road is fine, however, there's also something called the 'General Prudential Rule'. This rule says that if there are special circumstances, it may be prudent not to push the rules.

Here are some of the 'special circumstances' often found in the area you're referring to:

— multiple ferries with limited maneuverability arriving and departing from Fisherman's Wharf.

— multiple ferries with limited maneuverability arriving and





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## LETTERS

departing from Pier 39.

- Adventure Cat and other charter boats leaving Pier 39.
- the Pier 39 seaplane taking off and landing.
- noisy sea lions.
- strong currents
- fleets of racing boats short-tacking the shore to get relief from the flood.

If more than a couple of these circumstances are in effect, 'pushing' your rights may create dangerous situations for other boats — to say nothing of sea lions and sea planes. So the prudent thing would be to either avoid the area entirely, or vary your speed and/or course to give the skippers of the other vessels — particularly those with limited maneuverability — room to operate their vessels.

In our opinion, the area within 300 yards of the entrance to the west side of Pier 39 is the most dangerous on the Bay. Sometimes, of course, there's hardly anything going on and it's perfectly safe, but when it's really hopping with commercial and other traffic, you and others might remember the 'general prudential rule'.

### ⇓WHAT EXCITEMENT!

Latitude does it again, leading all the U.S. yachting magazines with the story on *Explorer*. What excitement! Let's hope it will inspire some West Coast sailors to build some multihulls like that.

Grey McGown  
Fort Worth, Texas

Grey — Thanks. Please see this issue's story on Steve Fossett's spectacular new ultramaxi catamaran *PlayStation*.

### ⇓FOR THE SAKE OF THE DOG

Perhaps our experience cruising with a dog is not as recent as would be preferred, but here it is: We cruised with Joshua, our Schipperke, from Mexico to St. Thomas in the U.S. Virgins between 1987 and 1995, transiting the Panama Canal in May of '89. During that time, no one ever asked us about the dog — even though we frequently took him on walks ashore in every country we visited.

We got a health certificate for Joshua in San Diego before entering Mexico. The officials in Ensenada were surprised that we wanted to clear the dog in, so apparently this was uncommon. They sent us to a very nice young man in the Agriculture Department who thought the whole thing was amusing. We didn't speak Spanish and he didn't speak English, but we'd both studied French in high school so we tried to communicate in that third language. In the end, he gave us a piece of paper for Joshua.

While in Mexico, we got the rabies and other vaccines renewed. We did it for the dog, not because any bureaucrat required it.

When we cleared into Costa Rica, no one asked if we had any animals. We didn't volunteer the information either, primarily because it no longer crossed our mind as an issue. Nobody asked about pets when we cleared into Panama either.

But it would be different when we cleared back into the United States in Florida in '89, right? Wrong, as nobody asked if we had animals. As a matter of fact, we checked in from Bradenton — Tampa Bay — by telephone, and nobody even wanted to see us. It was all very casual. "Got any produce?" the guy asked over the phone. "Some potatoes," my husband replied. "Throw 'em away," the Customs guy instructed. That was it.

Prior to sailing from Florida to the Bahamas in '94, we stopped in Marathon to get a health certificate for Joshua. We needn't have bothered, for when we got to Cat Cay, the officials weren't



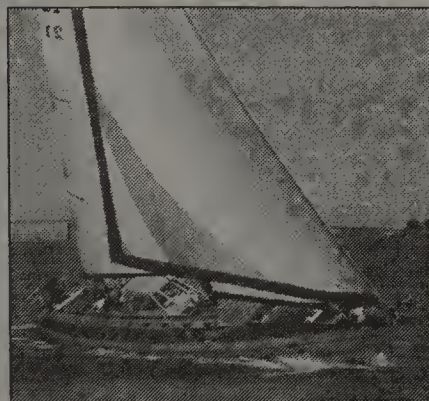
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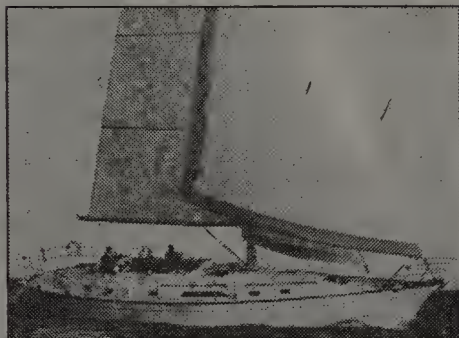
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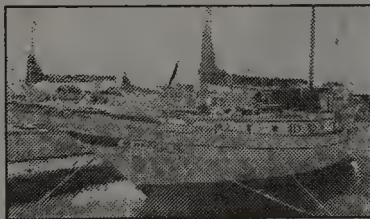
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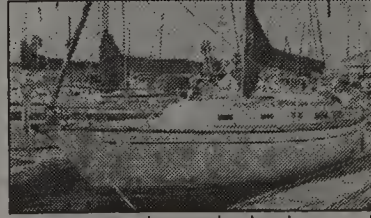
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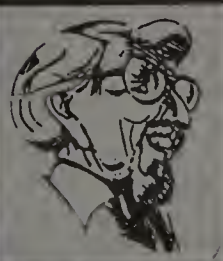
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## LETTERS

interested in the dog's health certificate. They weren't even interested in the dog. The same story applied in the Turks & Caicos, the Dominican Republic, and in Puerto Rico. Since Puerto Rico is a U.S. Territory, we thought the officials would check the dog out, but they were far more interested in people than animals.

In fact, the only time we were asked to be sure to have a rabies certificate for Joshua was when we departed St. Thomas for Atlanta after losing Michaelanne in hurricane Marilyn. Prior to the flight we had to have an updated health certificate. We got one from an accommodating veterinarian on St. Thomas, who looked at Joshua, said he was healthy, gave him a rabies booster, and sent us on our way.

We haven't been to the South Pacific yet, and we understand that those countries are far more restrictive regarding dogs and cats. But we'll cross that bridge in several years when we take off in that direction. In the meantime, we plan to join the '99 Baja Ha-Ha to revisit Mexico. Of all the places we've been, we've absolutely loved it the most.

Mike and Anne Kely  
Michaelanne  
Alameda

*Mike & Anne — Thanks for the fine report — and the accurate observation that regulations are much stricter in Hawaii and the South Pacific. We'll look forward to enjoying Ha-Ha '99 with you.*

### ANTIGUA DATES

May I have the dates of Antigua Sailing Week and the Antigua Classic Regatta? I'm trying to decide where to rendezvous with my family in the Caribbean during Easter Week, and if Easter vacation coincides with the Antigua festivities, it might be hard to obtain air tickets.

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*Gorgeous yachts race annually in Antigua's Classic Regatta.*

Right now my boat is in the Canary Islands and we sail for Barbados in mid-January. It would be reasonable for us to reach Antigua in January, but can my vacationing grandchildren get there?

Andrew Dossett  
Balboa, CA

*Andrew — Easter Sunday falls on April 4 this year, so there won't be any conflict with either of the regattas you're interested in.*

*The Antigua Classic Regatta will be held from April 15-20. This was a brilliant event last year, and is expected — with no less than three 135-foot J Class yachts entered — to be even more spectacular in '99. If you still have your sweet little wood ketch, she'd make this great event even better. Any good search engine will take you to the event's terrific website.*

*Antigua Sailing Week always starts on the last Sunday in*





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## LETTERS

April — which means this year's 32nd running will be from April 25 through May 1. Last year, 250 boats and 6,000 sailors participated. Every sailor must do this event at least once or they probably won't be allowed in sailor heaven. Any search engine will take you to this event's equally lovely website.

Once these great but hectic events are over, you'll want a lovely and tranquil place to recover. There's only one place up for the job: St. Barths, just 80 miles to leeward.

### ↑↓ONE OF THE BETTER PREPS

One of the better preparations we did for our cruise down here to Mexico was take the radio course offered through Oakland YC in Alameda. I highly recommend it because it's an easy and nearly painless way to get on the air. Contact Rich Beckett at the club for further information.

Another great thing down here is the near instant communications, including e-mail programs such as Airmail. All you need is a HF Ham band transceiver and a TNC and the results are phenomenal.

And now that we're in '80-80 land' — 80° air and 80° water — we like to say congratulations to all those responsible for the recent Baja Ha-Ha. We had lots of fun and continue to meet friends we made when we pull into anchorages. The Ha-Ha is a great way to start cruising because 'we're all in the same boat'. Keep those Ha-Ha's coming!

Bob Lyon  
Lyon Around  
Mazatlan

Bob — Thanks for the kind words. Email is really terrific, isn't it? Sometimes we 'talk' five times a day with cruisers on the other side of the world.

### ↑↓FOND MEMORIES

It was with great interest that I read the *You Dirty Rat* article by Rick and Toni Knier, for I had enjoyed the Knier's company while cruising my Ericson 38 *Escapade* in the South Pacific. We spent time together in Nuka Hiva and then again in Papeete.

My boat blew ashore in Papeete and was damaged. I decided to ship her home to Long Beach and do the repairs here. She was relaunched in May of this year. She's now in slip 1443, gangway 32, Alamitos Bay Marina, Long Beach. It was the same slip she left on February 17th of '97.

In any event, reading Rick and Toni's article piqued many fond memories of the beach barbecues, dinners and other activities we enjoyed together and with other cruisers. Since the couple are now in the Los Angeles area where I live, I'd love to talk with them about the rest of their cruise to New Zealand. Unfortunately, I can't find their boat card. Rick and Toni, can you please contact me at: (909) 780-2694 or email me at: [thirddtier@aol.com](mailto:thirddtier@aol.com).

P.S. I read *Latitude* avidly, as it's far more informative than anything here in Southern California.

Darrell Sausser  
Riverside

Darrell — For education's sake, how about a couple paragraphs explaining how your Ericson ended up on the beach, and how hard and expensive it was to send her back to California.

### ↑↓DC APPLIANCES

My boyfriend and I are looking to move aboard his Catalina, 30 in the spring. In an effort to make it an easier transition for me — being new to the sailing lifestyle — he's been searching for DC appliances — but with no success! We're not looking for a dishwasher or washer & dryer, just things like a small coffee



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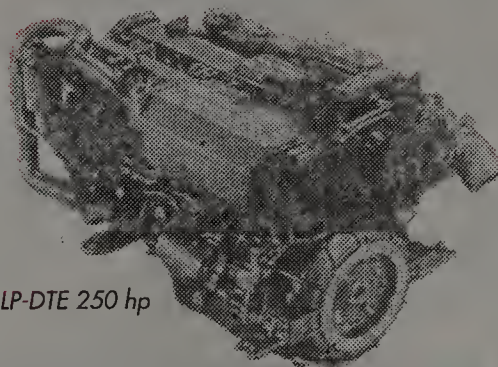
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## LETTERS

maker, a hot plate, a crock pot — anything.

So far we've searched camping stores, motorhome stores, camping, boating and appliances websites, but still can't find a thing. I just love reading your publication, and figured if anyone knows where to find these items, it would be you. Are you aware of a secret market for these items, or maybe a place to search? It would help us tremendously.

Mari Collazo  
Campbell/East Bay

Mari — You don't need DC appliances. In fact, you don't want them because they're hard to find and expensive.

Presuming the Catalina is going to be tied up to a dock, you'll have a power cord to plug into the boat's 110-volt system. This will allow you to use normal appliances. If you're going to want 110-volt power when you're away from the dock on overnight trips or jaunts up the Delta, you'll want to have an inverter to change your boat's 12-volt power to 110 volts. Many boats are equipped with combination battery chargers/inverters. One caution: you probably don't have too many batteries on a Catalina 30, so you'll have to use the inverter sparingly or run the motor a lot to recharge the batteries.

Here's to hoping you enjoy living aboard. Among its many advantages is that you learn how little stuff you really need.

### ↑↓ MATO GROSSO TO IDAHO

I'm writing to update your readers on the progress of the journey of the late Tristan Jones' *Sea Dart*. Those who have read Jones' novels will recall that *Sea Dart* was one of a number of boats owned by the adventurer. *Sea Dart* is noteworthy because it was the first ocean-going vessel to sail the waters of Lake Titicaca, high in the Andes Mountains, and the first vessel of any kind to take on the treacherous River Paraguay and challenge the Mato Grosso.

The adventures aboard *Sea Dart* led to Jones writing *Adrift* and a portion of the *Incredible Journey*. With this rich history, the sturdy little boat was donated to Idaho State Parks by Rick Segal of Issaquah, Washington. The intention was to have the boat restored, after which it's to be an inspiration to the children of Idaho and for everyone to be alert to safe boating practices.

*Sea Dart* is currently undergoing renovation at The Boat Shop in Post Falls, Idaho, with a goal of having her ready to sail in the spring of 1999. Plans call for her to be featured at the January 1999 King Dome Boat Show in Seattle, where attendees who seek adventure and romance can buy a raffle ticket to win a cruise aboard *Sea Dart*. This inaugural cruise will be on beautiful Lake Coeur d'Alene and include a night at the Coeur d'Alene Resort on the lake as well as dinner at the Resort's finest restaurant. The raffle winner will also get round-trip air fare, *Sea Dart* wind breakers, and a professional photograph to capture the experience. The money raised from the raffle will help pay the expenses of renovating the boat and ongoing maintenance.

The undersigned, most recently of the Washington State Parks and Recreation Commission's Boating Programs office, has been hired as Boating Education Coordinator for North Idaho, and manager of the *Sea Dart* Program. Strong is a native of northern Idaho, and has spent many hours sailing northern Idaho lakes, Puget Sound and in the San Juan Islands.

Plans are to take *Sea Dart* around the state, as well as the Northwest, to teach safe boating skills to young people and demonstrate how safety is a routine part of the adventure of boating. In Tristan Jones' book *Adrift*, Tristan was asked by a crewmember aboard the charter boat *Star Rider*, "When you get a craft ready for sea, what's the most important thing to take into consideration?" Tristan's response was, "The most impor-



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## LETTERS

tant thing is the people involved, everything follows from that. The most important consideration at sea is the life and safety of the people, first in your own vessel and then the people in any other vessels." This focus on safety, the joy of sailing and boating, and the rich adventures Jones shares in his books will create interest and respect for the sea.

Those interested in finding out more about *Sea Dart* or in donating to the program may contact Doug Strong at the Idaho State Department of Parks and Recreation, North Region Office, 2750 Kathleen Ave., Suite 1, Coeur d'Alene, Idaho, 83815.

Douglas K. Strong  
Boating Education Coordinator  
Sea Dart Program

Douglas — We met Tristan Jones many years ago — in Oakland, of all places — when he was just beginning to rev up his uncontrollable imagination. We loved it when he looked us right in the eye and — with the conviction of a president — affirmed that he'd taught his dog how to play chess in order to pass the time while their boat was trapped in ice for six months. If *Sea Dart* is anywhere as interesting as Tristan, you'll be raffled out before you know it.

### THE BOAT IS TOSSED, PERIOD

I read your response to Marda Phelps with a barely concealed chuckle, but also with a bit of wonderment. How come you all down there don't adopt the systems we have up here in Puget Sound for racers who get too close to freighters? When the offended vessel calls the sail number to the VTS, the boat is tossed. Period.

Such actions as you reported go waaaaaaay beyond the rules of racing, they go straight at safety of life at sea.

Gary Schmidt  
SYZYGY  
Port Madison, Washington

Readers — We became acquainted with Gary after he, captain of an American President Lines container ship, deftly maneuvered his huge vessel to rescue several sailors from a sinking boat. He later arranged for us to make the trip with him from Los Angeles to San Francisco aboard a state-of-the-art 960-foot container ship. It was an experience we'll never forget.

But here's the problem, Gary: How to determine when a sailboat has crossed too close in front of a commercial vessel? Without guidelines, everyone's in the dark. We hope you'll read this month's Sightings piece about the matter and share your expertise with the folks at the St. Francis YC, who are trying to come up with guidelines.

### VERY STRICT RULES

We're trying to organize the medium displacement 30-foot boats into our own fleet up here in the Northwest. The reason is simple: we don't like having to sail against Rhodes 58s and the like. It's just not fun. We heard that San Francisco Bay has a fleet organized along the same lines. Can you give me any information or names and phone numbers of someone we could contact that might be able to help us in our efforts?

With regard to several boats crossing in front of commercial shipping in San Francisco Bay, our PHRF committee, the various race committees, and the Coast Guard has worked together to institute very strict rules about such things. Boats that violate the rules are tossed with no recourse or appeal.

Gerry Henson  
Pacific Northwest

Gerry — The SF Bay 30-Footers maintain a website that is





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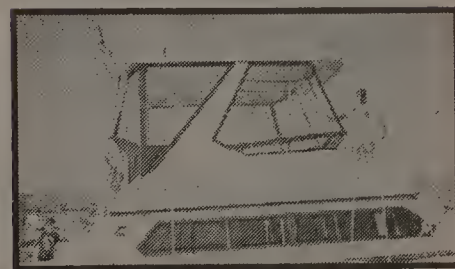
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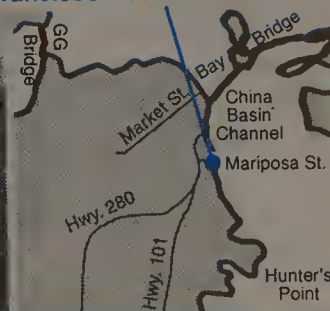
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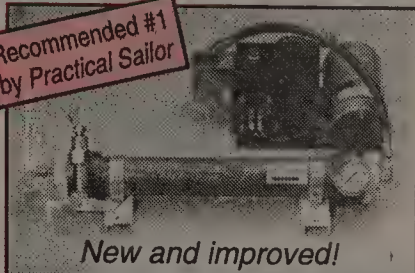
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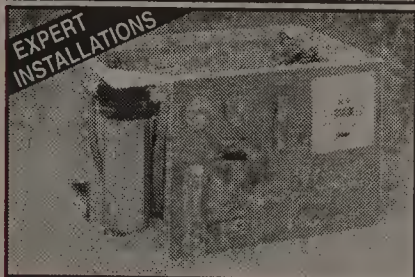
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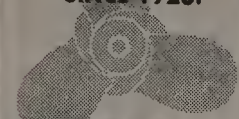
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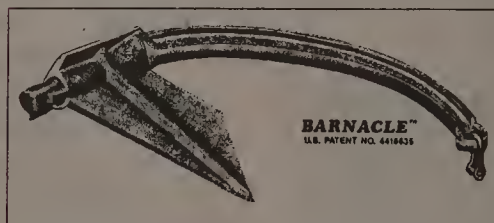
## LETTERS

full of information and contacts — [www.pubpow/sfbay30/](http://www.pubpow/sfbay30/).

As for sailboats crossing in front of commercial traffic, who decides when a boat has passed too close? Is it the skipper of the commercial vessel, the Coast Guard, or the race committee? And by what standard do any or all of the above decide a vessel crossed too close? Given the various speeds of the different vessels, the different weather conditions, and the different situations, it seems to us to be a very difficult question.

### ↑↓BARNACLE ANCHOR

I just spent a month in the U.S. Virgin Islands and wanted to make a couple of comments. First, hurricane Georges did little damage in the Virgins and life is pretty much back to normal. Second, shirts and caps supporting the Virgin Island challenge for the America's Cup are omnipresent. Everybody seems excited about the effort. Third, friends of *Latitude* who now own the 41-foot *Mirage* that Les Harlander built in Richmond say, "Hi."



And finally, Fan Fare Charters — located next to *Latitude* 18° — has two J/29s for charter. I got to go out and do some match racing on one

in the waters between St. Thomas and St. Johns. The air was 90°, the water was 84°, the Heinekens were ice cold — and it made for quite a nice afternoon.

The other reason I'm writing is because of the Barnacle anchor I saw advertised in the Virgins. I've never seen anything like it: curved shank with a single fluke. What's the chance of *Latitude* testing out the anchor on *Profligate* and giving us a report next spring or summer? It's the first radical change I've seen in anchor design since the Bruce came out.

By the way, Ron, the owner of *Latitude* 18°, and I don't look all that dissimilar. So while having dinner there, a guy came off the dock and said, "Hi, Ron." A few minutes later a woman did the same thing. I asked the bartender how these people could have known my name as it was my first visit there. She said because I resembled the owner, Ron, who hails from San Francisco! I told her that besides having the same name, I also come from the San Francisco Bay Area. I had the opportunity to meet Ron the next day and compare notes. A number of times during my stay on St. Thomas people came up to me and said, "Hi, Ron," leaving me to explain that I wasn't the owner of *Latitude* 18°. I had a lot of fun with it, though.

Ron Landmann  
Oakland

Ron — We first saw the Barnacle anchor about 12 years ago when we bought Big O in that part of the Caribbean. We almost bought a Barnacle, but then decided to stick with the tried and true CQR and Bruce types. Since either the CQR or Bruce subsequently handled all of our anchoring needs, we never found reason to try anything different. And since we try to avoid weight on the new catamaran, we're experimenting with the lightweight Fortress anchors. The Barnacle is an interesting design, however, and we're wondering if anybody out there would like to report on their experiences with the hook.

### ↑↓DID I NOT HAVE THE RIGHT OF WAY?

You were absolutely correct when — in my letter complaining about a port-starboard incident with a racing boat — you wondered if I said I tacked when I had really jibed. My fingers often type faster than my mind can think, and I indeed made the mistake.



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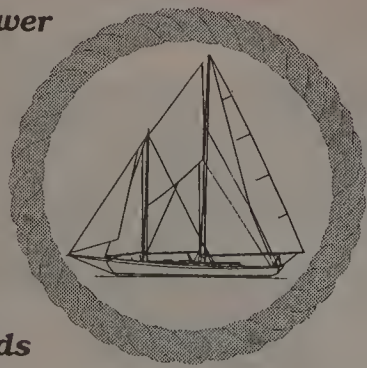
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## LETTERS

But the situation was thus: My *Myste* had the wind wide on her starboard, with the mainsail boom to port. The racing boat was close-hauled with the wind on her port side, boom just to starboard. Did I not have the right-of-way?

I'm no sea lawyer, but I thought I was supposed to maintain my course up to the point of collision.

Rev. David Michael Rice  
Mariner's Ministries  
Dana Point

Rev. — In all but special circumstances, starboard tack boats have right-of-way over port tack boats. So if you've described the situation correctly, you had rights. Your obligation was to holler "starboard!" at the top of your lungs when the other boat got close. The other boat should have then responded by shouting, "Hold your course!" or immediately tacking.

By the way, you are not supposed to "maintain my course up to the point of collision." In situations where it's obvious that a collision is imminent, the skipper must do everything to avoid contact — even if he/she had rights.

### ⇅ NICKNAMES

*Latitude* is so right about 'Z-town' and other nicknames being terms of affection rather than disrespect. Confirmation comes from our beloved *Star Wars*, where the little fellow Rudolphus, of the Second Galaxy, Dionesus II, is fondly nicknamed — for obvious reason — R2D2.

P.S. You may call me 'Max'.

Maxinamillion  
*Ostinato*  
Pt. Richmond

Max — Another reason it's called Z-town is because most people don't know how to spell Zihautanejo. Or is it Zihuatanejo?

### ⇅ MATT'S PROFESSIONALISM

I've only been in the San Francisco sailing scene for about three years, but have really enjoyed the regattas hosted by the St. Francis YC — specifically those run by Matt Jones.

I was lucky enough to work with Matt during the 1998 Big Boat Series, and was really impressed. You could tell he'd been running regattas for 15 years and you could tell that he really enjoyed his job. I'd done volunteer race committee work at other clubs, but nobody I've seen came close to matching Matt's organization and professionalism. He made running a regatta look easy — and it's not. Matt had a lot of character and charm, too, and he was easy to spot from a mile away with his brightly colored shirts.

So Matt, I wish you all the best, no matter where your deck shoes land. You will be missed!

Julie Harrar  
San Francisco

Julie — Matt was one of a kind, and won't be easy to replace. The St. Francis is still searching for a new race manager, with several "younger, but highly qualified, East Coast candidates" currently topping the list. They intend to fill the position before their first event of '99, the Spring Keel Regatta on March 6-7.

If you want to 'keep up with the Joneses', Matt can be contacted at [heyhoser@earthlink.net](mailto:heyhoser@earthlink.net).

### ⇅ OFF THE BACK SHELF

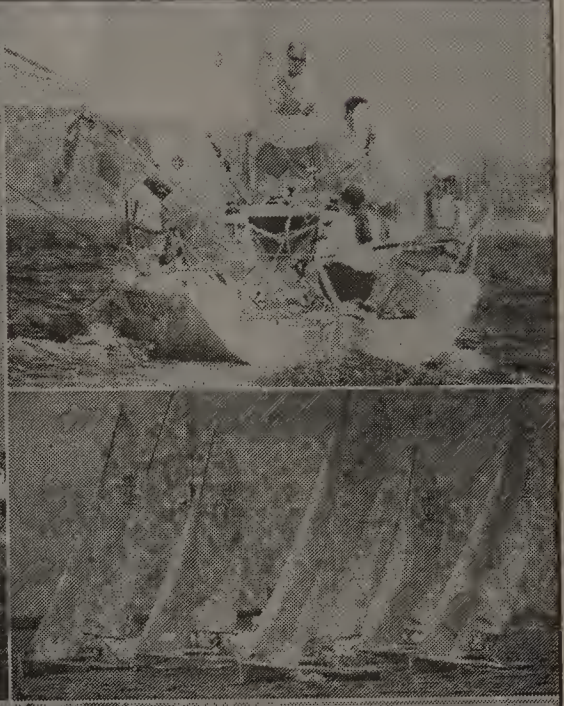
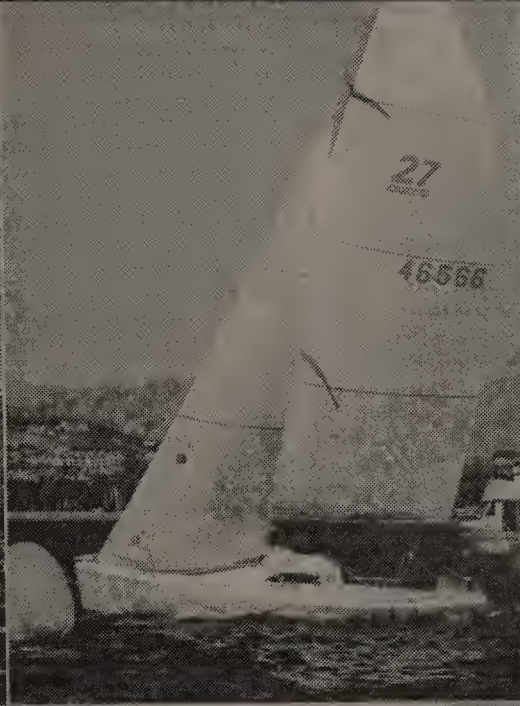
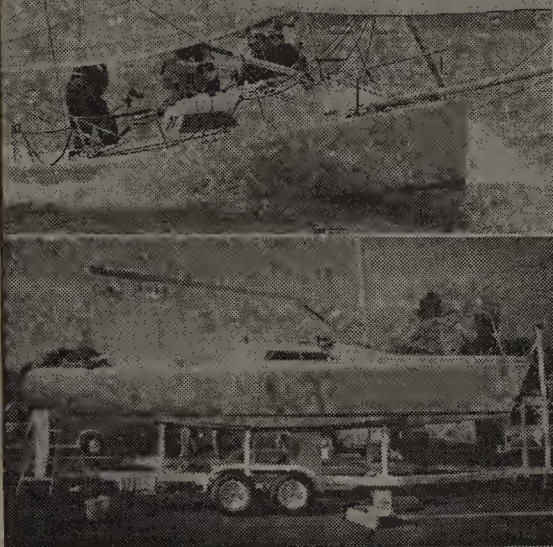
From time to time you publish examples of local companies that perform above and beyond the normal standards of service. Well, I've got an example of a national company — 3M — doing the same thing.



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— Geoff Longecker, Antrim 27 #11



*"I motivated them by promising I'd buy an Antrim 27 if we won."*

— Hugh Davis

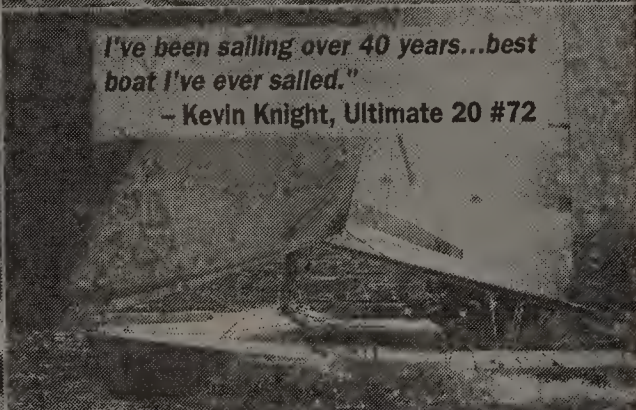
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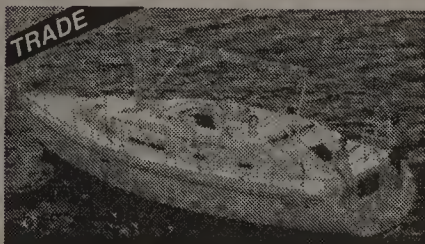


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## LETTERS

I needed one or two more cartridges of 3M's black Marine Sealant 101 to complete a teak deck job. Both local suppliers and a mail order house reported that the product had been discontinued. Fortunately, Lew at Whale Point Marine in Point Richmond gave me 3M's phone number. I eventually worked through the company's voice mail system and got a prompt call back from Scott Carroll, product manager at 3M's offices in St. Paul. Carroll took a cartridge off his back shelf, found a second, and then sent them to me — at no charge!

Thank you 3M, thank you Scott Carroll.

Robert De Haan  
Petaluma

Robert — 3M is actually what you'd call a 'multinational'. In fact, about five years ago we remember tromping around Port of Spain, Trinidad, looking for the 3M corporate office — the only place in the whole country that had decent adhesive remover.

## OWNERS AND DELIVERY SKIPPERS

The *Changes* from "Anonymous" about a delivery skipper and crew in the November issue raises some interesting points.

First, I don't know any of the parties involved, but it seems as though there are always two sides to every story. It might have been interesting if *Latitude* could have contacted the delivery skipper whose "loyalty" was repeatedly called into question. I'm always a little uncomfortable when you print one of these 'finger-pointing' stories. We all seem to pay the price by being subjected to a flurry of nasty 'he-said, she-said' letters in following issues.

Second, when you hire a delivery skipper what exactly are the responsibilities of that skipper? Since this is a business transaction, it seems to me that this should be clear to all parties at the outset.

For example, is it generally assumed that the skipper has the obligation to deliver the boat to the specified destination — no matter what happens along the way? If there is an equipment breakdown, does the delivery skipper have the obligation to oversee extensive repairs? What if this takes much more time than the planned voyage? Should the skipper expect compensation for the additional time required? If he had committed to deliver another vessel afterwards, should he have the right to go on to his next job as scheduled?

Maybe this would be a good opportunity for *Latitude* to examine the nature of the agreements between delivery skippers and owners, and what both parties should expect.

Marceline Therrien  
Cal Sailing Club, Oakland

Marceline — There invariably are two sides to every story, and it would have been nice to have heard from the delivery skipper. But as he and his crew were long gone, it was not possible. Nonetheless, since no boat or individual names were used, we thought the piece worked well as a cautionary tale for both owners and skippers alike. While we don't have confirmation that this particular delivery skipper bailed before the owner or his rep could arrive on the scene, it's important for owners to be aware that such things do happen.

Although "examining the nature of agreements between delivery skippers and boatowners" is a terrific idea, it's virtually impossible for the simple reason there are about as many different agreements as there are deliveries — and in most cases none of the important details are spelled out. Indeed, the boat delivery 'industry' is about the most unregulated in the world because everyone who has sailed a couple of times and needs what they think will be easy cash fancies themselves a delivery skipper. It's rarely a problem where the job is delivering a boat from New-



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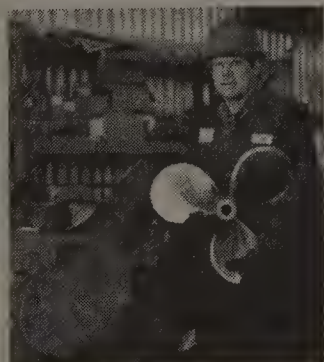
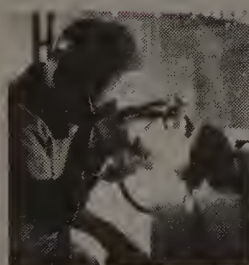
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## LETTERS

port Beach to San Diego, but it's an entirely different story when a boat needs to be taken from Cabo to San Francisco or San Francisco to the Caribbean.

In any event, we sought some answers to your questions from Warwick 'Commodore' Tompkins, who has been doing deliveries for longer than many of us have been sailing. "Like all other relationships between humans," says Tompkins, "the key to success is that the expectations and obligations of both parties be clarified in writing from the outset."

But Tompkins hastens to add that "the nature of voyaging in small boats is so complicated and subject to so many variables that it's close to impossible to write an all-inclusive contract." So when Tompkins considers a delivery, he requires that he inspect the boat and make sure she's prepared for the proposed trip. If the boat is local, there's not much expense involved. If the boat is far away, he insists on being provided with a round-trip ticket to wherever the boat is.

"Once I get to the boat, I survey it myself and discuss the results with the owner," he says. "If things need to be fixed, I insist they be fixed or that there be some sort of compensation. Or, else I fly home. A few years ago, I flew to Japan to check out a maxi sled the owner wanted brought back to California. When I got there, the boat was in reasonable condition — except that the rod rigging, which should be replaced after 10 years, was 12 years old. Because of that, I negotiated with the owner to take out an insurance policy favorable to the crew. And then did the delivery."

"If it's a complex delivery — say San Francisco to the Caribbean or Australia — and the boat checks out, I come up with a per week fee for myself, and then submit a proposal to the owner indicating the schedule I intend to follow — subject to breakdowns and unexpected weather, of course. I also build in a time cushion because there are invariably delays caused by breakdowns, port officials or other things beyond a skipper's control. In addition to my set fee, I clearly let the owner know that he is responsible for all other expenses — such as air fares, stores, fuel, spares and repairs, harbor fees and everything else."

"When I submit my proposal to the owner, I also include a clause to cover what might be called a 'catastrophic failure' of the yacht — something like the rig falling down. If something like that happens, the whole deal has to be renegotiated from that point on. I can assure you, however, that I would never leave a vessel stranded in a Third World country before the owner had a reasonable amount of time to replace me, if that's what we decided on."

"I can also tell you that I've never failed to deliver a boat I contracted to deliver. That's partly because I check the boat out carefully beforehand; partly because I'm very wary of doing deliveries for people I don't know; and partly because I will not deliver boats that don't sail well. In over 60 years of sailing, the closest I've come to losing my life was delivering a Cascade 29 from Santa Cruz to San Francisco. In my estimation, it's not a good sailing boat."

For every high-end professional delivery skipper like Tompkins, there are 10 who — in need of money and an adventure — will, sight unseen, agree to a contract that reads: "Will deliver 'World Cruiser 40' from Cabo to San Francisco for \$2/mile, \$500 in food, and two plane tickets." Sometimes deals like that work out just fine, but often they don't.

If anyone else wants to weigh in on owner/delivery skipper relations, we'd all like to hear from you.

### BEST CREW, BEST BOAT, BEST TIME

I've just returned home — work! — from the Ha-Ha and wanted to thank the Wanderer and other Baja Ha-Ha folks for putting on such a fun and fine event. I think that I can safely



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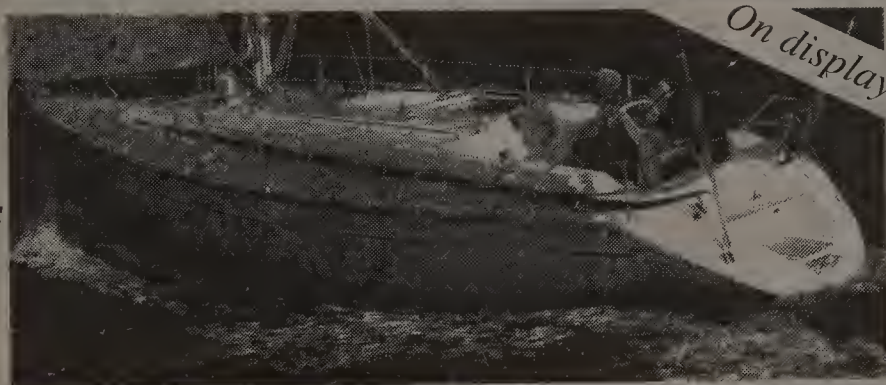
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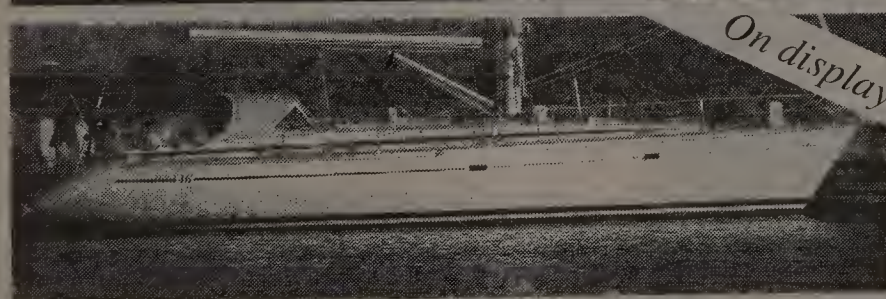
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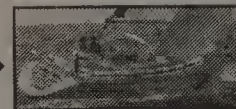
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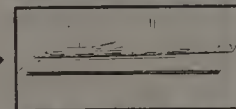
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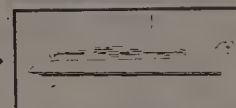
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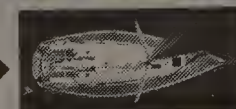
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## LETTERS



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speaking for skipper Mike Hibbetts and the entire crew of the CT-49 *Orion* — the winners of the 'sole sailor' award — that we had a blast! In my estimation, we had the best crew, the best boat, and the best time!

I've attached the story that we all wrote together (we had a

TOM LYON



*'Orion' was well trimmed at the Ha-Ha '98 start.*

lot of time on our hands, sailing the entire way!), using all the names of the boats and class categories. Those that were able to hear it at the awards party really loved it. We were happy to contribute in some way to the fun! Now I'm sure I want to go cruising for a real long time! I think I may have something happening here! Thanks again, *Latitude* for making this all possible!

Nancy Birnbaum  
Marin County

*Nancy — Thanks for the compliments, but while Latitude contributes some prizes and gives editorial support, the event is the doing of Baja Ha-Ha, Inc., a minuscule little company without enough assets to be worth suing.*

*Actually, you guys won the 'soul sailor' award that's given to any and all Ha-Ha boats that sail all the way from San Diego to Cabo. We suppose you were also the 'sole' winners of the award this year, because the only other boat to sail all the way was the race committee catamaran.*

### THE BLESSINGS OF ADVERSITY

This letter is long overdue. Reading about ourselves in your April *The Truth* about 'Finders Keepers' article prompted us to finally share the story of what happened to us off the coast of Northern California in October of '97.

We're Canadians who had been living in Portland while preparing for our cruise. After finally heading south aboard our Cascade 29 *Soluna*, while offshore we discovered that our shaft had parted from the engine coupling. Taking on water and concerned that the shaft would come out of the boat, we notified the Coast Guard North Group of our situation. They routed the cutter *Point Heyer*, based in Crescent City, to us to check out the situation. While the *Point Heyer* was en route, the Coast Guard checked in with us every 30 minutes to make sure everything was all right. At the time the weather was, as you noted, "extremely nasty."

From start to finish, the skills and seamanship displayed by the captain and crew of the *Point Heyer* were exemplary. First, they used their inflatable to bring their engineer to our boat to evaluate the situation. He confirmed our analysis of the problem. Next they had a helicopter drop a pump onboard. After a drogue was delivered from the cutter and deployed from *Soluna*, she was taken under tow.

Just prior to sunset, we and the engineer were taken off *Soluna* by the Coast Guard inflatable. The decision was made by the captain of the *Point Heyer*, who wanted to avoid putting us and his crew at risk if there needed to be a rescue in the middle of the night. It made sense to us.

Unfortunately, the tow line broke during the night. With everyone's safety foremost in mind, everyone agreed that it would be best if we retrieved our boat during daylight hours. At this point, the Coast Guard broadcast our boat's position and announced that it was a 'hazard to navigation'. They also mistak-



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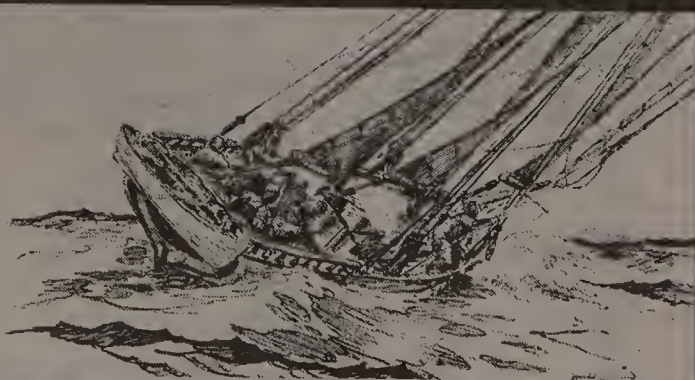
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## LETTERS

only identified her as having been "abandoned."

As you reported, the skipper of the fishing vessel *Bernadette*, having heard our boat's position, immediately tried to 'salvage' her. When the Coast Guard helicopter flew out the next morning to locate *Soluna*, they discovered the crew of the *Bernadette* attempting to put our boat under tow! We're told that the crew of the *Bernadette* continued to try to take our vessel in tow despite being told that there was a rescue in process and the *Point Heyer* was en route.

When the *Point Heyer* arrived on the scene, they too repeatedly requested that the *Bernadette* release *Soluna*. The crew of the *Bernadette* refused to respond. Finally, after several warnings, the Coast Guard deployed their inflatable to put a crewmember aboard our boat. After one last request for the *Bernadette* to release the tow, the crewman cut the *Bernadette's* towline! The *Point Heyer* then took our boat in tow and brought her to Crescent City where we were eagerly waiting.

When *Soluna* arrived, she was listing ominously to starboard, and there was enough water in the cabin to cover the bottom of our gimbaled stove. This was the worst of the damage *Soluna* had suffered in her night alone at sea with a leaky shaft. Much more costly damage, however, was caused by the *Bernadette's* clumsy — and illegal — attempt to take our *Soluna* in tow. Our boat suffered damage to the stern pulpit, windvane, standing rigging, and masthead fittings.

Throughout these events, what stood out in our mind was the very positive, considerate, and professional manner of the Coast Guard. All along they encouraged us that things would turn out all right, once in Crescent City helped us pump our boat out, and in the days that followed periodically stopped by to check on us and offer help. And above everything else, they kept the crew of the *Bernadette* from taking our boat.

In both *Latitude 38* and *48° North* we've read many letters to the editor critical of the Coast Guard's boarding policy. While we're sympathetic to the outrage regarding inspections that go beyond safety issues, our experience with the Coast Guard last October has tempered these opinions.

We agree with *Latitude* that pleasure sailors should be solely responsible for their own safety, and it was only with great reluctance that we called the Coast Guard. But as one of the Coasties later told us, "I joined the Coast Guard to do what we did for you — help out people in distress." Maybe we should focus our ire at the policy-makers and remember that many of those in the USCG would probably echo the above sentiment.

We also want to take this opportunity to recognize the many people who were so helpful during our forced stay in Crescent City: the staff of the Crescent City Harbor, the guys at Englund's Marine, fellow cruiser Gene West, Captain Dave, Jim Sharp, the Crescent City YC, Lt. Brian Corrigan and the crew of the *Point Heyer*, the crew of the fishing vessel *Mary Kay*, and all the kind fishermen in the harbor. The blessing of adversity is the renewal of confidence in the basic goodness of people.

P.S. We spent a month cruising in the Bay Area and your *Idiot's Guide to the Bay* was very useful. San Francisco Bay is such a great place to sail: great wind every day, excellent and inexpensive marinas, good public transportation, and fantastic people. We loved it!

Michael and Nancy Hayes  
*Soluna*, Cascade 29  
Winnipeg, Canada

Michael & Nancy — Thanks for sharing the full story. Before going offshore, folks should check that their propshaft is properly connected to the transmission and engine. An entry in last year's West Marine Pacific Cup had a similar problem, and the crew was just barely able to fix it on their own.



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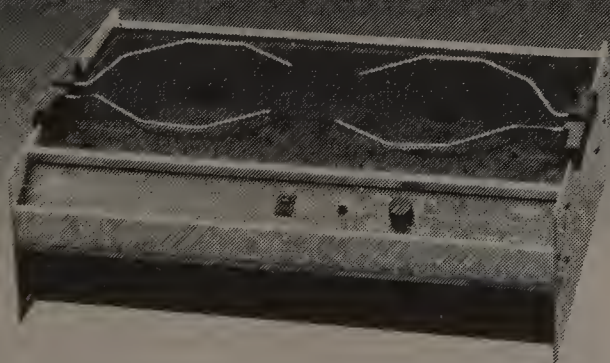
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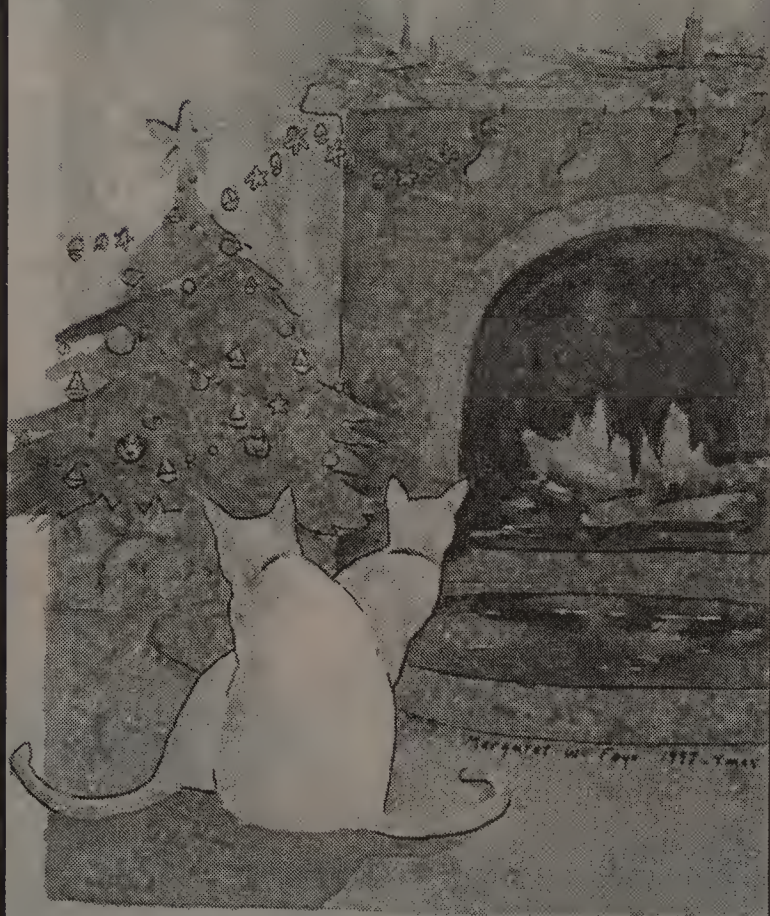
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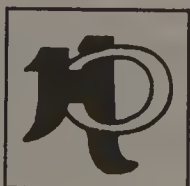


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## LETTERS

As for the Coasties, we know full well that 99% of them joined to help people in need, not to do law enforcement. We also understand that the orders to board boats filters down from the President to the Department of Transportation, to the Coast Guard brass, to the local Group Commanders. We're also aware that the Congress just gave the Coast Guard an additional gazillion dollars to . . . you guessed it, carry out additional boarding and other drug interdiction programs.

Incidentally, the battle over your boat reminds us of an incident that took place just after the tragic Fastnet Race of 1979. The English sailboat Carmague had been abandoned by her crew. A few days later, the English crew of the yacht Animal discovered she was being towed into Milford Haven by a French trawler. Assuming that the French fishermen were stealing the boat, the crew of Animal went out and cut the towline, and took Carmague in tow themselves. During the subsequent investigation, the Department of Trade said the act of 'reverse piracy' was unprecedented! In any event, it was all settled in a friendly manner: The trawler crew was compensated for their time and efforts, and the owner of Carmague got his boat back.

### ↑↓WE BELIEVED WHAT THEY TOLD US

We had to transport our new — to us — sailboat from Lake Michigan to San Diego, and chose to use overland transportation. We think we were jerked around by the trucking company and wonder if you or any of your readers have any suggestions for guarding against such behavior. The timeline I describe may not seem too extended, however it all occurred during our vacation time! Time that we had to schedule in advance with our employers. Also, we live in Colorado, and so all arrangements were made via the phone.

We solicited bids from five companies and decided on Company A because they apparently had a very good reputation and their bid was in the middle. Around July 25, we arranged for Company A to pickup *Lonesome Dove* in Waukegan, Illinois, on September 8 — with an anticipated arrival date in San Diego of six days later. When we inquired about the status of things on September 5, we were told that the pickup date had been moved back until September 10 — which was still all right.

What wasn't all right was that on September 14, Company A admitted they had a problem. They told us that because of a boat show, the truck scheduled for *Lonesome Dove* was tied up in a line waiting to be unloaded. They said they were looking for another company to do the job. Two days later, the same company told us they'd 'lost' a truck, couldn't find another company to take the job, and didn't know when they'd be able to move our boat.

We 'fired' Company A, and within one day had bids from two companies who promised to pick our boat up within two days. We selected Company B, who picked the boat up on September 21 and delivered her to San Diego four days later.

All communication with Company A was because we called them. They never took the initiative to alert us to problems — even though they knew we were incurring motel bills because of the delays. In hindsight, we probably should have changed companies sooner. However, being trusting people, we believed what they told us.

If we ever do overland transportation again, how can we avoid this kind of problem?

Dick Pearson  
*Lonesome Dove*  
Colorado

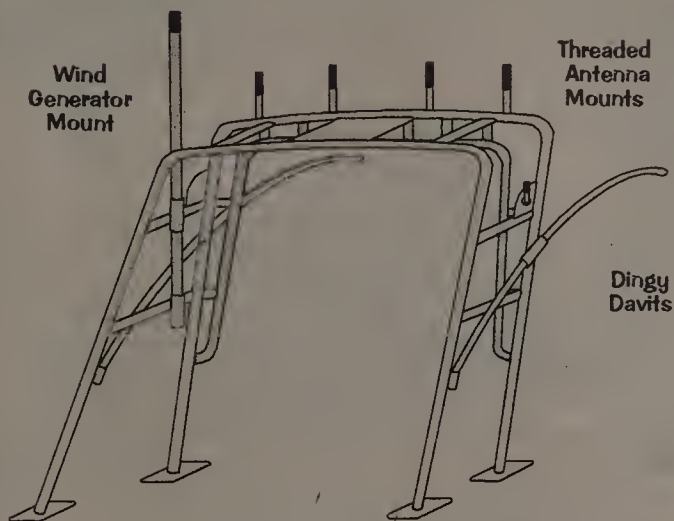
Dick — The way to avoid similar problems in the future is to be a little more skeptical of promises. When a company repeatedly fails to call you back, it's a sign that your business isn't very



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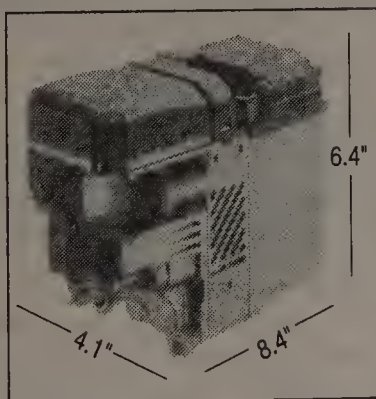
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## LETTERS

important to them. You can also demand a contract that calls for financial penalties if the boat doesn't arrive by a certain date.

While it appears that you got screwed by Company A, we'd also suggest you not expect the same kind of results from boat trucking companies as you would from Federal Express. And because there is often the potential for delays beyond a trucking company's control, we wouldn't be surprised by delays.

### ↑↓HER FATHER'S FLEET

My wife and I are the owners of a Zeeland 37 yawl, hull #3, built by the late L. Moerman of Holland in 1954. We're trying to locate as many of these lovely round-chined steel yachts as we can. We've already gathered varying amounts of information on 15 of the Z-37s and another five Moerman models, but there may be up to 40 other Moerman boats we have nothing on.

Through the Internet, we've been able to locate one of Moerman's daughters who, like us, would like to be able to track down her father's fleet. We are not planning on starting an official owners' organization, but simply compile a list of boats and owners. Such a list would allow owners to compare notes on these geriatric beauties. If you own one of these fine vessels, or know of the whereabouts of one please contact us at [dfergus@cancom.net](mailto:dfergus@cancom.net).

Dave and Pat Ferguson  
P.O. Box 598, Minden, ON.  
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### ↑↓SHOP MY SERVICES

What strategies would be most effective in helping me find a boatowner who wants his/her slip fee paid in exchange for allowing me to liveaboard their boat? I work for a biotech company in Mountain View and want to boatsit a 32 to 50-footer somewhere along the Peninsula. When I win the lottery, I hope to have my own boat.

Would harbors or marinas be willing to shop my services to prospective slippers? Being the all-wise, creative demons that you are, I figured that turning to you would be my best bet. Help me, I'm begging ya.

Eric Smith  
Sunnyvale

Eric — "Shopping your services" with harbormasters is absolutely the last thing you want to do. On the other hand, begging isn't required either, as all you have to do is take out a Classy Classified and make the sailing world aware of your wish.

### ↑↓BAJA HA-HA WEBSITE

Thanks for the great website! When do you think photos and/or stories from the Baja Ha-Ha will be added to your website?

Susanne Smith  
Patience  
Tacoma, WA

Susanne — The magazine comes first, then the website. Can you guess why? In any event, we hope to have some good stuff up soon.

For those who haven't checked it out, the Ha-Ha website is at [www.baja-haha.com](http://www.baja-haha.com). In addition to all the Ha-Ha stuff, it includes a list of all marinas on the Pacific Coast of Mexico with their phone and email numbers. In addition, the site also includes the text of Latitude's First Timer's Guide To Cruising Mexico. By the end of January, we hope the site will feature the boat names, boat types, skipper names and hailing ports of the 400 or so skippers who have completed Ha-Ha's.

Also coming soon: the Profligate website for Latitude's new charter catamaran. It will be at [www.profligate.com](http://www.profligate.com).





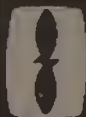
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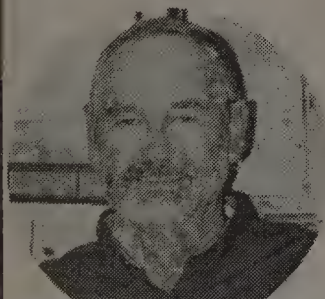
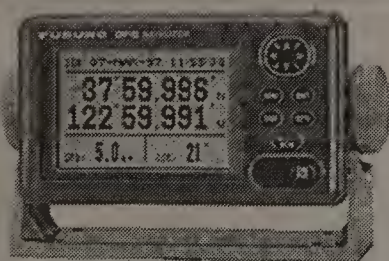


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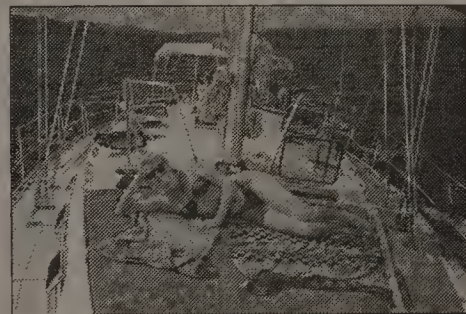
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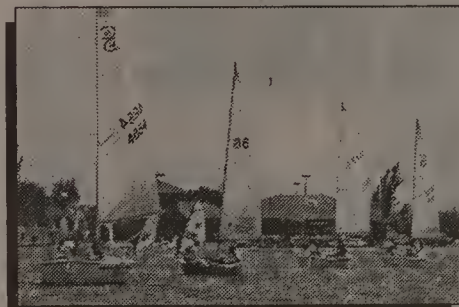
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## LOOSE LIPS

Hans Vielhauer, one hell of a singlehanded sailor, died on December 11 after a long battle with cancer.

We remember Vielhauer best from the early days of *Latitude* when he'd do the Singlehanded TransPac to Kauai, come ashore for a few hours, and then singlehand back to the mainland. If we remember correctly, he did two Singlehanded TransPacs with an Arpege 29, and two with his Cal 40 *Chaparral*.

Vielhauer later delivered a MacGregor 65 from California to Turkey, and several years ago did a 15-month circumnavigation with *Chaparral*. While on that circumnavigation, *Chaparral* was broadsided by a wave in the Ala Wai Channel that knocked the singlehanded Vielhauer off the boat. Although the engine was still in gear, this by-now elderly man somehow managed to catch up with the boat and climb back aboard.

Vielhauer had no use for pretense and was truly a sailor's sailor. We'll miss him.

Dear Mom, the good news is, I'll be home for Christmas...

Keats Keeley, a member of the *Young America* syndicate, was sent packing from New Zealand last month after punching out an Auckland taxi driver and taking his taxi.

One of our contacts in New Zealand said the confrontation developed when the cabbie took the 'long way' to the destination in — apparently — a pretty transparent attempt to screw the 25-year-old sailor and one or two buddies out of a few extra bucks. An argument ensued, the young Yank punched him out and took the cab.

Notwithstanding a tad of admiration — who among us would not have liked to do the same thing to one or two cab drivers in our lives? — this young sailor could not have picked a worse time or place. He was immediately sent home to Rhode Island by his New York Yacht Club-based syndicate and discharged. The NZ Minister of Immigration said Keeley would never be allowed back in the country.

By the way, we're not getting suckered into reporting another fledgling urban legend here. (No kangaroos running off with guys' wallets like in the Fremantle.) This really did happen. However, since all urban legends have to start somewhere, this is our nomination for the best one so far of America's Cup XXX.

With the Cup races a little more than a year away (Challenger



*This photo has nothing to do with the story here, but you'll get a kick out of it anyway. Looks like a typical harbor scene, right? (Say "yes"). Now turn the page...*

eliminations begin this fall. Race 1 of the America's Cup begins in late February), things are heating up elsewhere around Auckland. At this writing, more than 130 superyachts have registered for berths in Viaduct Basin. So many that organizers were caught by surprise and recently made the decision to build 20 more berths to meet the demand. If you have a big boat and want to join the raft up — which will include Bill Gates, Ted Turner and Jane Fonda, King Juan Carlos of Spain and the Aga Khan, be sure to get your name in. Berthing is currently



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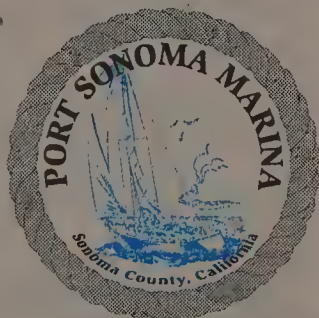
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## LOOSE LIPS

running \$72,000 for six months, but that shouldn't bother any of the above. In fact, get this: one unnamed-American billionaire is flying 290 key employees to New Zealand at Cup Time so he



Notice anything a little out of the ordinary here? Turn the page again. . .

can watch the races and run his company from Kiwi hotels via the Internet and telecommunications.

For real people, such as cruisers who wanted to be around for the Cup festivities, the outlook is not so good. At this time, they're being told that no liveaboards will be allowed. This rule was not invented, but has apparently been on the books in Auckland for some time. Cruisers are up in arms about it, so hopefully the Kiwis may bend a little, at least for duration of the America's Cup. We'll keep you updated.

### A misunderstanding of long duration.

That's what officials of the Golden Gate YC are calling the current snafu over their rental agreement with the San Francisco Department of Recreation and Parks. According to a *Chronicle* article last month, GGYC owes \$200,000 in back rent. Yet the club just agreed to a proposal by Rec and Parks that would cut their rent from 10% of gross receipts — which currently totals about \$66,000 a year — to 7.5%. Over the life of the 30-year lease, that would cut the club's rent by nearly three quarter of a million dollars.

Although the City's budget analyst doesn't like the deal, and the chance of it being approved by the Board of Supervisors seems as likely as Clinton saying "I lied" to Geraldo Rivera, it seems that City officials are the reason the proposal came about in the first place. A real estate appraiser hired by the City in 1997 concluded that a rent of just 9 percent would be fair. But the City didn't like that number, so they sent him out again to do another study. That's when he came up with the 7.5% figure.

### Check those belly buttons . . .

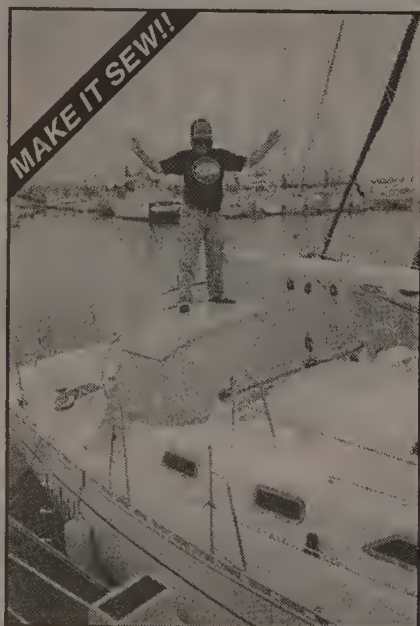
It's not exactly a sparking pump in a 747 fuel tank, but lint played a significant part in the fire aboard the Carnival Cruise ship *Ecstasy* last July. According to the National Transportation Safety Board, a buildup of lint in ventilation ducts near the ship's laundry was a fuel source that allowed that fire to spread. An inspection of other ships reveals they also have varying layers of lint lurking in their ventilation ducts. The findings have led to an NTSB warning for ship operators to check laundry rooms for more than the whiteness of crew uniforms.

### Amazon.wow.

We continue to shake our heads in amazement at the phenomenal success of online bookseller *Amazon.com*. You'd think they were the only ones selling anything on the Internet. Or the biggest bookseller. Or the cheapest. None of these is the case, but their stock continues to go through the roof.

By the way, despite the convenience of shopping online, we

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## LOOSE LIPS

suggest you shop around before purchasing marine titles at Amazon.com or other large retail outlets such as Barnes & Noble (which, incidentally, also has a website where you can purchase



Pretty good, huh? And no, it wasn't quite this cold here last month. This marina is somewhere in Northern Europe.

books online). Some of the popular titles, such as *The Perfect Storm*, are competitively priced. But when a reader suggested we check out the markup on Bowditch's *American Practical Navigator*, we immediately started doing that shaking-heads-in-amazement thing again. At Barnes & Noble, Bowditch's thick tome has to be special ordered, and it'll cost you about \$66. Through Amazon.com, it'll take six to eight weeks and cost you \$100. However, at any Armchair Sailor bookstore outlet, you can walk in and pick up a copy for \$24.95 plus tax.



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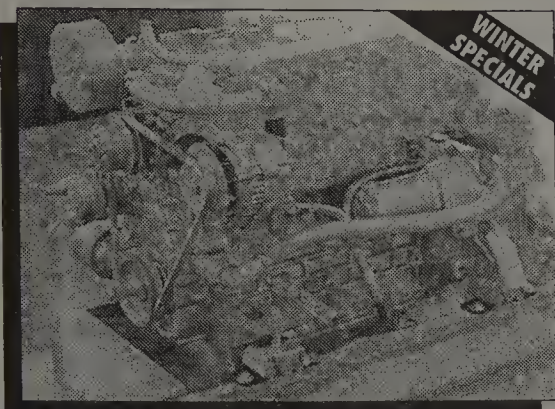
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## terremoto's roll

Bob Alexander's Riptide 35 Terremoto had a great run to Hawaii in last July's windy Pacific Cup. They finished in 8 days, 23 hours, an almost unheard of pace for a boat under 50 feet. Even more amazing, it was only good enough for a second in division. But Bob didn't feel too bad. The winning boat was Ripple, another Riptide 35, owned by Olympic medalist Jonathan McKee and staffed by a squad of equally Olympic-level hit men including Morgan Larson and Trevor Baylis.

After cooling their heels in the Islands for a few weeks, Bob and his delivery crew took off for their home port of Seattle. Aboard were son Rob Alexander, who had raced aboard for the trip over, Ronnie West and Cezanne Givens. Though experienced Pacific Northwest sailors, neither Ronnie or Cezanne had offshore experience.

They certainly have it now. Things went along fine on the top half of the normally benign east-to-west passage. But about the halfway point, in the waning days of August, the barometer started dropping and things started to get nasty. Really, really nasty.

In the 2½ days since cresting the Pacific High, the barometer had dropped 46 millibars to 983. We were 18 hours into the second major depression. Terremoto was heeled about 25 degrees. We were under bare poles, laying to a sea anchor and nearly beam-to the seas. The four of us hunkered down below to wait it out. There was nothing else to do.

A snug, secure spot on most sailboats is forward, on the cabin sole. Usually the passageway is just wide enough for your shoulders, and that's where mine were. Ronnie and Rob were each jammed into the aft end of the settee berths against the engine cover and under the cockpit. The most exposed crewmember was Cezanne. She was sitting behind the lee cloth in the port settee berth, right next to our emergency bilge pump. She had just finished bolting it into the bunk and rigging its intake and exhaust hoses.

We made a log entry, transmitted "pan, pan, pan" calls on SSB and VHF emergency channels and restowed the grab bag, including EPIRB, within easy reach. There was no response on the radios.

Since leaving Honolulu, Terremoto had been SSB-challenged. The Davidson 72 *Cassiopeia* had generously organized a delivery sideband net, as we were both returning to Seattle. While we were in communication up to about 60 miles away, we lost contact as they got farther ahead of us. And though we were able to receive weather faxes from Honolulu and Kodiak, the all-important San Francisco fax had been unobtainable. Then again, with over 1,200 miles between us and Seattle, San Francisco or Honolulu — and Kodiak 700 miles to the north — it might not have been realistic to expect a response to our distress calls anyway.

"This Hawaii to Northwest delivery trip has always been a milk run," I said to no one in particular. Hell, Doug Fryer had made a half-dozen trips, and Karen Thorndyke 12 — all benign. But such musings weren't easy as the crescendo of each breaking wave sounded through the cabin before slamming into us broadside. Karen, Doug and others who'd sailed home to Seattle from Trans-Pacific races had never experienced much stormy weather, at least not until Cape Flattery was in view. And we were only halfway there!

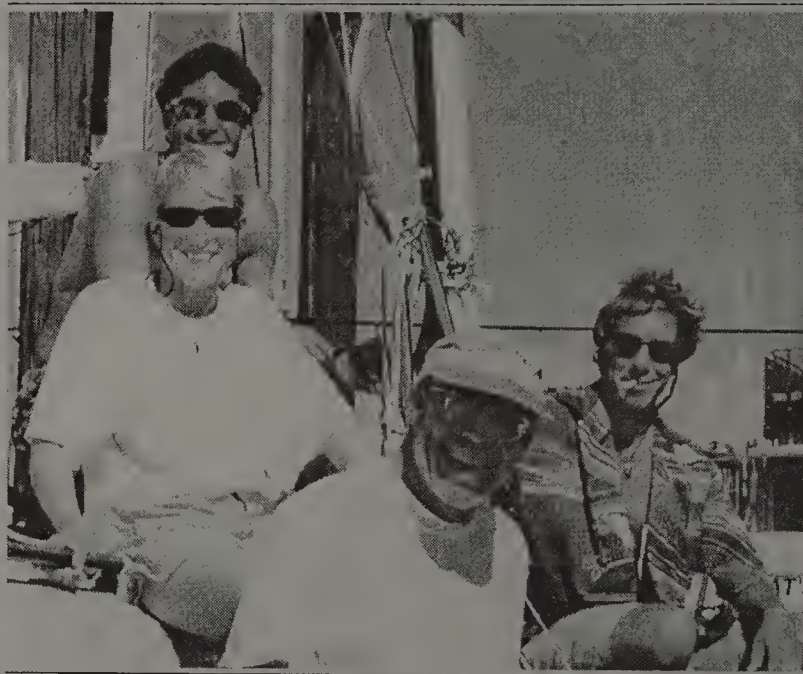
I don't know how long I had been dozing, probably 15 minutes. What woke me was the jolt of our sea anchor rode parting. When Rob and I rigged the drogue earlier, we took one look at the tautness of the line and the torque on the bowsprit and knew it would probably only hold for a few hours. But it did help. Aided by the lashed-over tiller, the drogue brought the bow 15 or 20 degrees closer into wind and seas and slowed down our sideways speed. We didn't stay on deck observing for long. Our instruments showed a steady 60 knots of wind and the seas were beyond huge. Rob and I scurried under the hard dodger

continued on outside column of next sightings page

## underwater

Many people who witnessed the Exxon Valdez oil spill in Prince William Sound in 1989 said it was the most horrific thing they'd ever seen. But it would pale in comparison to a similar accident right here in our own backyard.

The threat of a major oil spill in San Francisco Bay, while not imminent, is certainly a real one. Natural obstacles such as fog, currents and underwater rocks — not to mention the occasional death-defying recreational boater — combine to



The 'Terremoto' crew back on terra firma (l to r) Rob Alexander, Cezanne Givens, Bob Alexander and Ronnie West. Spread, under a jury rig of sideways main and jib, the boat made 1,152 miles in 12 days, an average of 4 knots. They motored the final 50 miles into Canada. This photo was taken by a crewmember of the fishing boat 'Olympic Monarch', on its way back to Seattle after three months of fishing off the Russian coast. They dropped off cigarettes and a fresh loaf of bread before continuing on.



## threat

make this a challenging port to get in or out of.

While modern technology contributes greatly to the safety and reliability of modern ships — and our local Bar Pilots and Vessel Traffic Service are second to none — stuff still happens. As late as 1995, an inbound chemical tanker lost steerage right outside the Golden Gate. Only the quick thinking of the pilot saved the ship from taking out the South Tower — and a

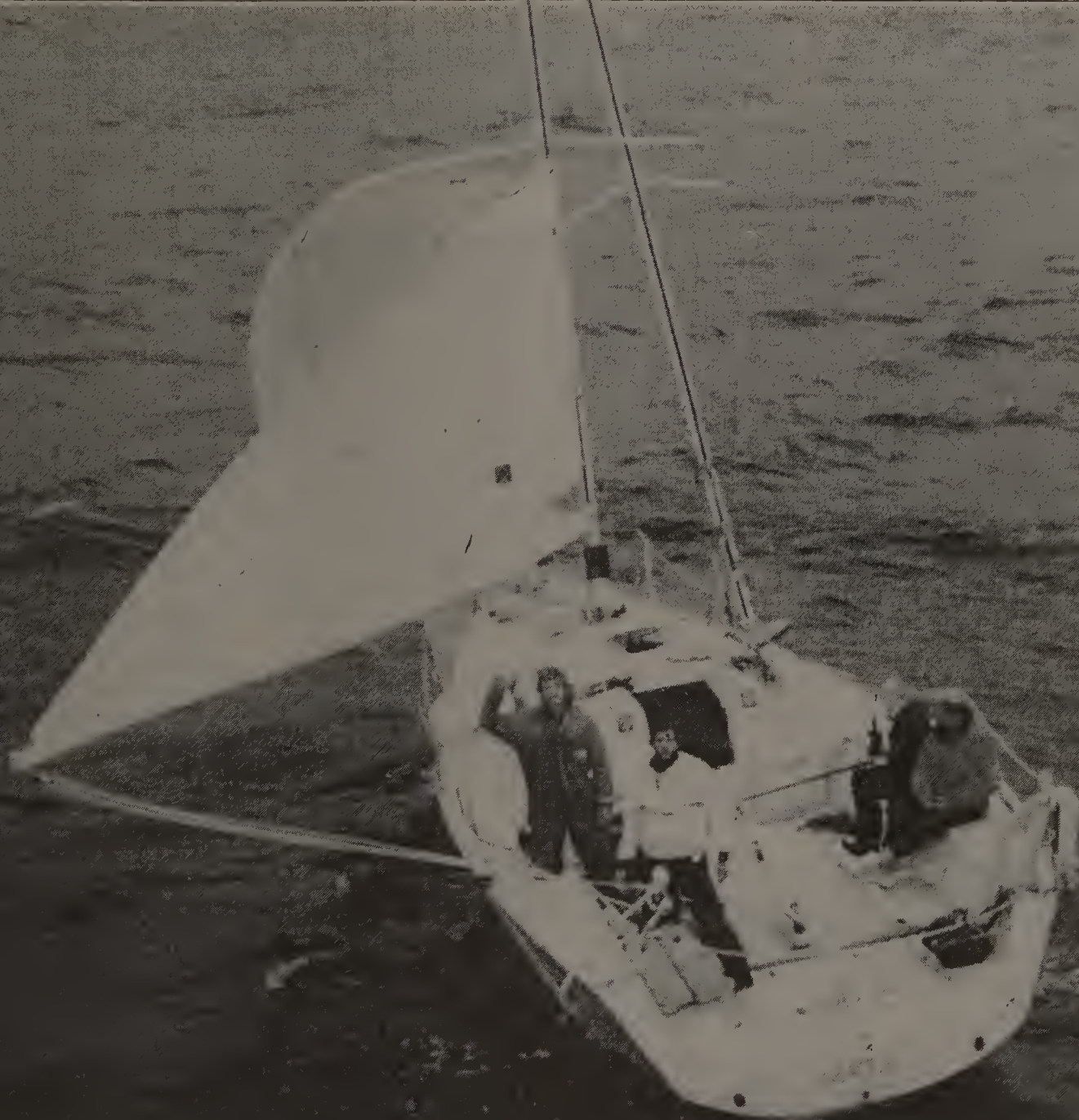
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## terremoto — cont'd

and down the companionway to help stow all the moveable gear.

When the rode parted, *Terremoto* tacked so violently over to starboard that it reminded me of the recoil of a rifle. Not only had we lost our sea anchor, but the lashed tiller now pushed the bow to leeward rather than back up into the seas. But we sure weren't going to take the chance of losing anyone to relash the helm. So we all adjusted to the new 'tack' and with the wind howling through the rigging and freight train waves roaring at us beam-on, pure exhaustion won out. I fell back to sleep.

continued on outside column of next sightings page



PHOTOS COURTESY BOB ALEXANDER



# SIGHTINGS

## *terremoto* — cont'd

Cezanne and Rob, on the low side, watched with morbid curiosity as each successive wave broke in white foam against the starboard windows. Though heeled well past 45 degrees by each wave, *Terremoto* popped back up like a punching bag, poised for the next knockdown.

I awoke disoriented. I was standing on the cabin ceiling, eye level with the toilet bowl. But before I could figure out what I was doing there, I was back on the cabin sole in a heap. What on earth happened? We must have rolled! Are we right side up? Is there water coming in? Is it safe to move? Is anyone hurt?

As we looked at the boat and each other, the sense of relief was almost tangible. No torrents of water gushed into the cabin through blown out windows or hatches. What a relief that Barry's (builder Barry

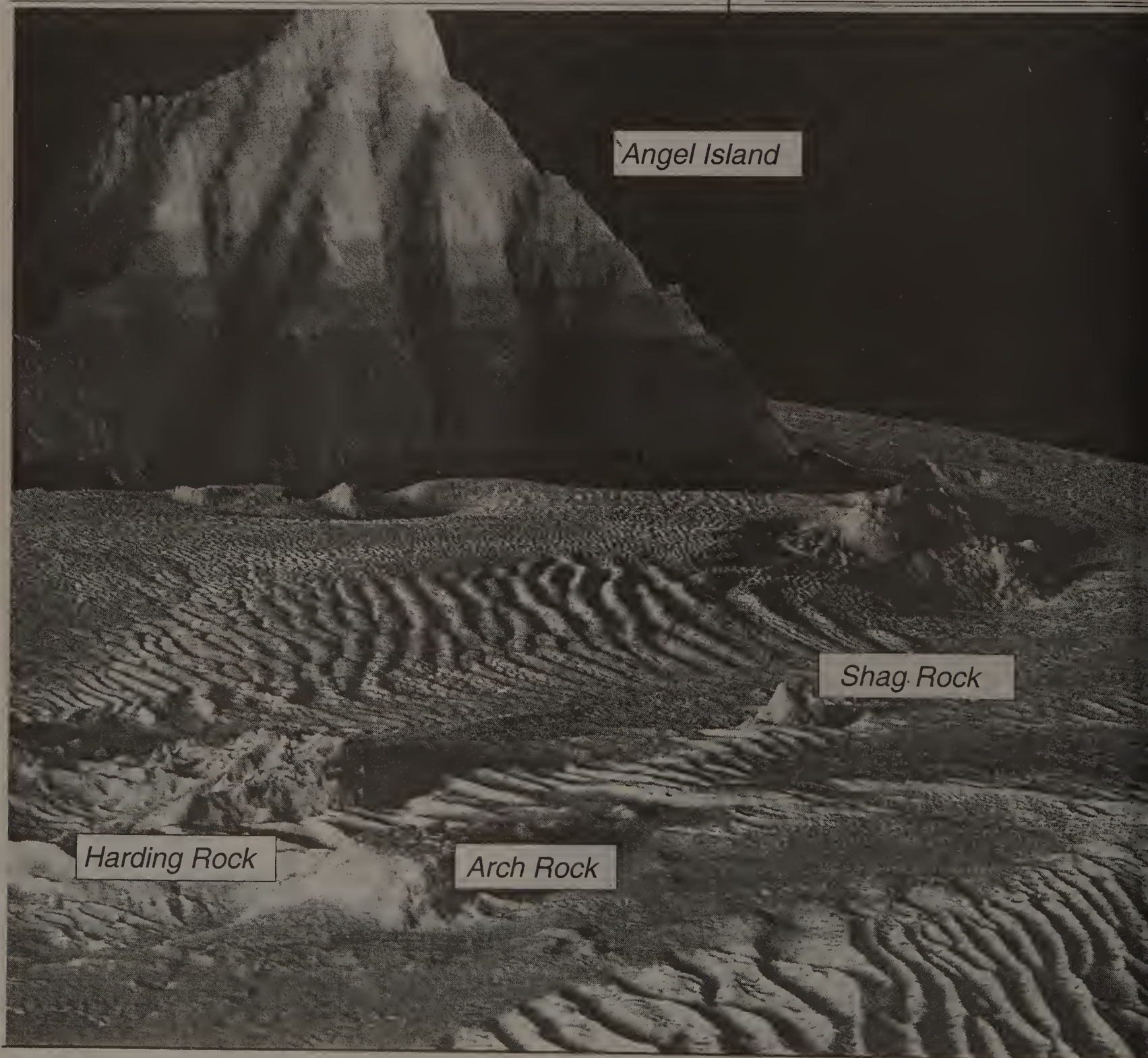
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## rocks

great many lives in the process.

Not much can be done about fog and currents. And seafarers fight a never-ending battle to keep ahead of mechanical glitches. One aspect of tanker safety that can be addressed, however, are those underwater obstacles.

Last month, the U.S. Army Corps of Engineers completed a year-long study of the subject. Their conclusion was that three rocks and two shoals in the Central Bay do pose a significant threat to Bay shipping. They also reported that cutting





## — cont'd

them down to 50 or 55 feet, would cost at least \$66 million. That's almost twice the estimates bandied around when Representative George Miller (D-Martinez) proposed legislation last spring to pay for the study.

The rocks are Shag, Harding and Blossom. The two shoals are East Alcatraz Shoal and an unnamed mound inside the Golden Gate. They vary in depth at low water from 35 to 49 feet. All but Blossom — which of course was named for a ship

continued middle of next sightings page

## terremoto — cont'd

Smith of Lake Union's Crossbow Enterprises) foam-cored, 6-ounce companionway hatchboard had held. And nobody was injured! Unless you count Cezanne, who had bounced off the ceiling and landed on the bilge pump she worked so hard on. Her arm was bruised, but the pump was totaled. While our paranoid rollover preparation had clearly paid off, we had been very lucky.

Now, feeling unbearable suspense, I looked out the lexan hatch toward the rig. It was conceivable that the mast had survived, but unlikely. I wondered how much of a stump there would be to work with.

The answer was "about half." The spar had broken just below the second spreader, and the masthead — held by halyards and the luff track — now dangled down to just below the sheer. The boom, despite a 90-degree bend in the solid vang, was intact.

Not knowing quite what to do next, Cezanne, Rob and I started rummaging around in a daze. Not Ronnie. He went straight to one of the under-berth lockers and pulled out the rum bottle. With a semi-crazed look on his face he unscrewed the cap. We froze and shot glances at one another. Was he losing it? Had he hit his head? Jumping up, he slid the companionway hatch open and, as he poured a big shot out into the cockpit — a very direct route to the sea — he gave thanks to the Old Man. Such an unexpected and solemn gesture released the tension we had built up.

The good news was that the dismasting lowered both our windage and our center of gravity. We never heeled over so far after that, and when smacked by breaking waves, the roll was less violent.

The bad news was the position of the masthead. Peering out the starboard window, Rob saw that if the halyards chafed through, the swinging masthead could pound *Terremoto's* fragile foam-cored hull. He climbed into his harness, clamped some sail ties in his teeth and slid open the companionway hatch. Suddenly he shouted "Holy shit" through clenched teeth. He barely got the hatch closed before the next wave broke across the cabin top. Rob's eyes were huge. He made it clear that until the mast danger got more serious or the storm abated some, there was no way he was going on deck. Quite a statement coming from someone who had experienced nine winter seasons in the Gulf of Alaska. We all concurred. So long as the top half of the mast dangled to leeward, the masthead shouldn't do more than cosmetic damage. It was 1604 hours, August 30, 1998. We decided to lay low for a while.

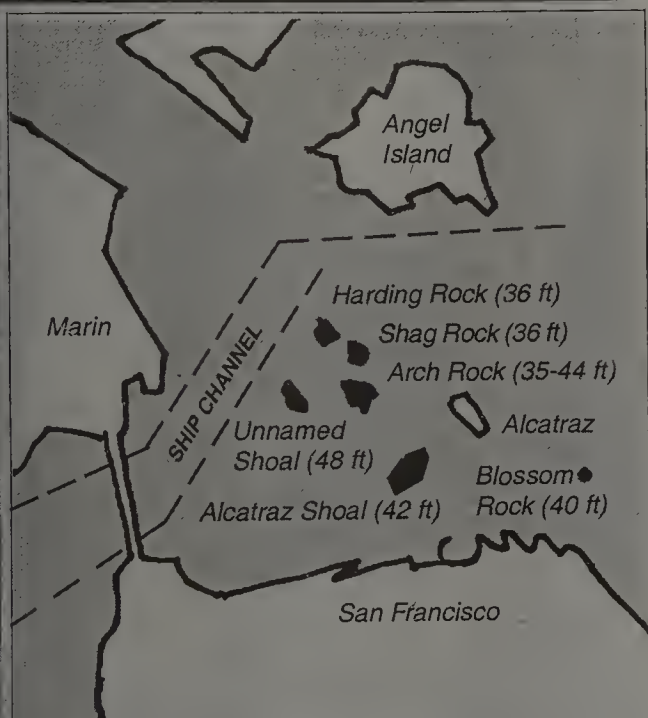
Everyone was drenched and cold, especially Ronnie, who had been swept over the lifelines to the length of his tether in a pre-drogue broach. We crawled into sleeping bags to prevent hypothermia from developing. As the hours passed, water seeped into the salon. We set up sponging patrols to stop its sloshing into the bunks.

After dark I saw the strobe. "My God! Here we are a million miles from anywhere and somebody's off our stern trying to help us."

"Relax," Rob said, "it's just the man-overboard light. It's come adrift." Back to sleep. Or what passes for sleep in such a situation. I imagined this was what it was like to try to sleep during an air raid. We could hear the really big waves coming from at least a couple of hundred yards away. The roar would get louder and louder until suddenly the top of the wave, blown out in front, pelted the boat. Then, BOOM! It would slam us. We were nautical crash dummies. *Terremoto* would be hurled many yards to leeward. Then we'd 'sleep' til the next one. I remember thinking "few clients get to appreciate a boatbuilder's work as we do Barry's."

The next morning, the wind was down to an estimated 35 (no instruments, of course), so we resumed our westerly heading under bare poles. We secured the masthead to the side of the boat, and when the wind abated enough, jury-rigged a sailplan and began an 11-day trip to Tofino. Although we hadn't seen the last of the North Pacific depressions, life seemed altogether pretty good again. Holding a mug of steaming coffee, Cezanne got a seasoned-looking seafarer's grin. "This may be bad," she said. "But it sure beats a good day at work."

— bob alexander



Above, location of obstacles to safe shipping. Spread, nifty technologies like 'swath mapping' help show the way.

## Alcatraz Island



COURTESY JIM GARDNER/USGS



## men (and women) of steel

Okay, you want a challenge? How about a race around the world that starts and ends right here in San Francisco? A race aboard a fleet of proven globe-girdling steel yachts that are *not* crewed by interna-



tional rockstars, young turks or masochistic Kiwi boat addicts, but real people, male and female, from all walks of life? You want it? You got it. It's called the New World Challenge Race and it starts in the spring of 2002. And — with some significant financial and time commitments on your part — you can be part of it. Gentlemen, start your checkbooks. . .

The NWC race is the brainchild of Sir Chay Blythe, the renowned British yachtsman. Blythe's impressive résumé includes becoming the first person to sail alone nonstop around the world the 'wrong way' (1970-71), skipping a crew of British paratroopers aboard *Great Britain II* in the '73-74 Whitbread, and spending 19 hours waiting for rescue after capsizing the big trimaran *Beefeater II* during a New York to San Francisco record attempt in 1984. For these and myriad other sailing feats, the *London Observer* once wrote of him: "No other British seaman in history has made such a widespread reputation without the use of gunfire."

In 1989, Blythe launched a bold plan: a seven-leg race upwind around the world with paying, amateur crews. Deriving its name from the primary sponsor, the British Steel Challenge took off for the first time in 1992. All 130-some sailors aboard 10 boats survived, and what many pundits called a dangerous and foolhardy enterprise was a hit. The next race in 1996-97 drew so much attention that four additional yachts were built. Renamed the British Telecom Global Challenge, all 14 boats and crews again made it back to Southampton in one piece. The next BT Challenge starts in September of 2000.

Two years later, the American version of this epic adventure will set sail using the same 67-ft steel cutters designed by David Thomas for the original '92 race. Aboard each boat will be one professional skipper and 13 volunteers, each of whom will have paid \$45,000 and gone through a demanding training regime in the three years leading up to the race.

Like its British counterpart, the New World Challenge Race will circle the globe in a westerly 'wrong way' direction. (Epics such as the Whitbread and Around Alone go the other way round.) It will take 10 months, cover approximately 24,500 miles, round both Cape Horn and the Cape of Good Hope, and have six stopovers: Yokohama, Shanghai, Hong Kong, Singapore, Cape Town and Rio de Janeiro.

The NWC is open to men and women who will be at least 21 years of

continued on outside column of next sightings page

## rocks

that hit it in the 1800s — are located just outside the shipping channel between Alcatraz and the Golden Gate.

The largest tankers that use the Bay draw 50 feet. (The super-big ships do not call here.) That's no problem as long as they stay in the assigned channels. But with 9,000 commercial ships coming and going a year — about 1,400 of which are tankers — the odds are that sooner or later, a ship could stray off course and rip her bottom open. If that happened, \$66 million would seem like chump change — which is exactly what it would be.

In even a relatively mild version of this scenario — say a 500,000-gallon spill —

Ten boats identical to this one will start the New World Challenge Race around the world from San Francisco in 2002.





## — cont'd

the slick would spread over 50 miles of Bay water in one day. According to the COE, all the oil skimming equipment now available could deal with about 6 square miles in the same time period.

For reference's sake, the *Exxon Valdez* disgorged 11.2 million gallons, fouled more than 1,000 miles of coastline, killed about a quarter million seabirds and cost Exxon almost \$3 billion in cleanup fees.

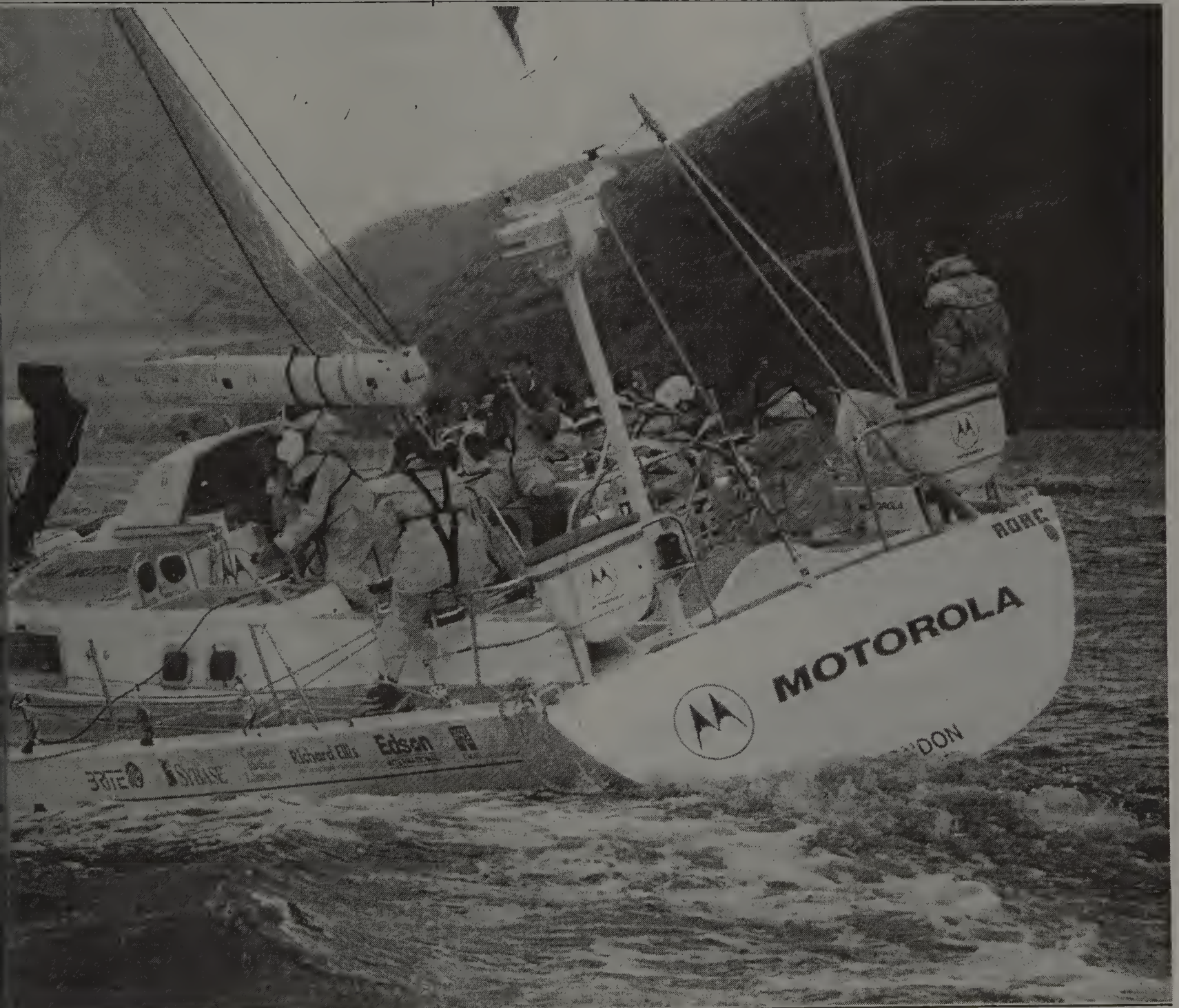
For now, it's back to the drawing board for legislators to try to figure out how to pay for the heavy-duty shave and haircut. It's hoped that the Federal government would supply some portion of the funds necessary to complete the project.

## steel — cont'd

age at the start. They must be medically sound, but need not have a great deal of offshore experience. In fact, the press packet we received says training is so complete that no sailing experience is necessary. Race organizers will provide all the training you'll need. All applicants will be interviewed by Sir Chay himself at a date to be announced.

There are a limited number of berths available for this event, which is one of the reasons you're reading about it this far in advance. Priority will be given to those signing up for the entire race, but a number of spots will also be held open for participants who want to go on only one or two legs (at a reduced admission price, of course).

If you're interested in possibly taking part in this ambitious endeavor, we suggest you start making inquiries now. For more event information and/or applications, contact The Challenge Business International, Inc., 121 Lewis Wharf, Boston, MA 02110. The phones are (617) 723-7245, or fax (617) 723-1202. Electronically, contact [www.newworldchallenge.com](http://www.newworldchallenge.com) or email [Crew@ChallengeSail.com](mailto:Crew@ChallengeSail.com).





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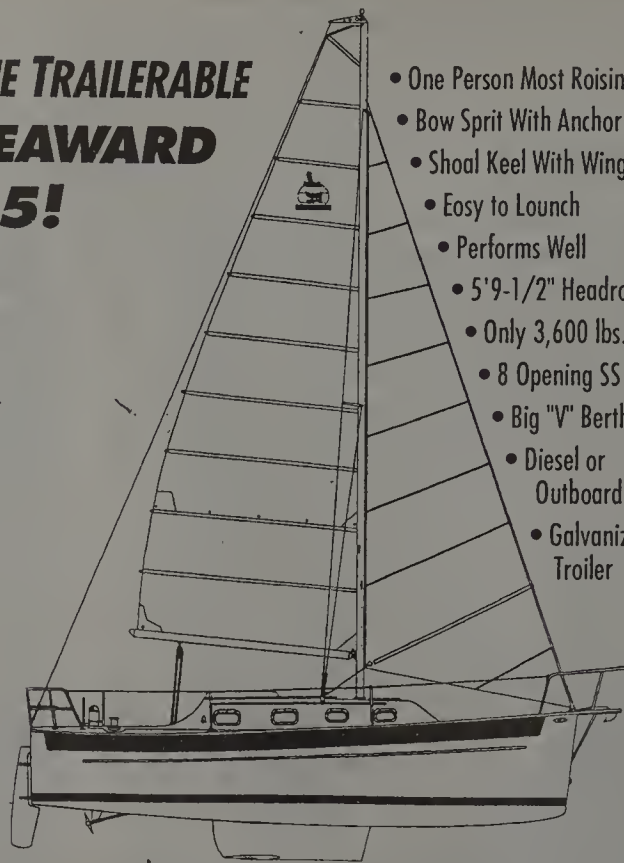
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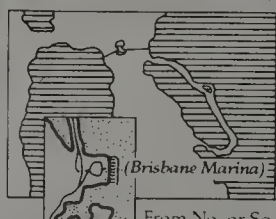
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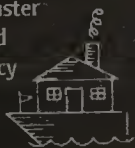
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## close encounters

In Washington, Bill Clinton has Monica-Gate. In the Bay, the issue that won't go away right now is racers interfering with commercial traffic. This follows not one, but two instances during the course of last September's Big Boat Series in which racing boats had close encounters with commercial ships. By some accounts, too close. And earlier in the year, a small sailboat hit a ship and scraped down the entire length of it. Fortunately — incredibly — no one was hurt.

Our opinion on this issue is the same as it's been for 15 years: racers who commit obvious violations should have the book thrown at them. Why such a hard line? Because if we don't police ourselves, some bureaucratic agency is going to be assigned to do it. And for all any of us know, that could mean limiting or even eliminating racing in the Central Bay.

But in cases of boats crossing in front of commercial shipping, the big problem is nobody seems to know what should constitute an obvious violation. Ten boat lengths? Three freighter lengths? Then there's the matter of what it will take to enforce it. Stiff fines? Banning a boat from organized racing for a year? Hanging a noose from the Golden Gate Bridge?

Our 15-year number comes from the last time a high-profile near-miss incident occurred on the Bay between a racing boat and a ship. That incident also occurred during the Big Boat Series, when the Peterson 45 *Secret Love* crossed close in front of the 529-ft car carrier *Nada II*. It happened in the '83 regatta when Brad Herman's *Secret Love* was in hot contention for Atlantic Division honors. The lead boat in that day's racing, *Annabelle Lee*, had cleared the inbound *Nada II* comfortably. But it wasn't going to be that way for *Secret Love*. They had two choices: tack away from the freighter and virtually concede the race to *Annabelle Lee*, or go for it. Ron Love, Lowell North and some of the finest sailors in the world were aboard *Secret Love* that day, so it's no surprise they decided to go for it.

The actual crossing was scary to many who witnessed it, us included. The big ship gave the five-toot "get out of my way right now" signal twice, and from our perspective only 100 to 200 feet away, it was not clear until the very last second whether *Secret Love* was going to make it or not. It was not just that the car carrier was so close, but that it could have easily blanketed *Secret Love*'s wind, which would have stalled her directly in front of the huge ship. One of the two pilots on the ship said it best after the boat narrowly cleared them. Leaning over the side of *Nada II*, he screamed, "You could have been killed!"

A formal protest was lodged against *Secret Love* by both pilots aboard *Nada II*. Following an investigation, the Coast Guard's Marine Safety Office recommended that Herman be fined \$6,000 — \$5,000 for violation of Rule 9, which prohibits vessels under 20 meters from impeding the progress of large vessels in a fairway; and \$1,000 for negligent operation of his vessel. There was an appeals process, however, so we don't know the final outcome or whether any fines were actually paid.

The 1998 incidents occurred under similar circumstances, also in the Central Bay. The first occurred on Thursday, the first day of the BBS, when the Seattle-based Santa Cruz 52 *Marda Gras* 'went for it', crossing in front of an inbound tanker. The second incident occurred the next day when the Farr 80 *Sayonara* crossed in front of another ship. As with the *Secret Love* incident, some people thought these encounters were too close, while the crews of both racing yachts maintain there was never any doubt they could make it.

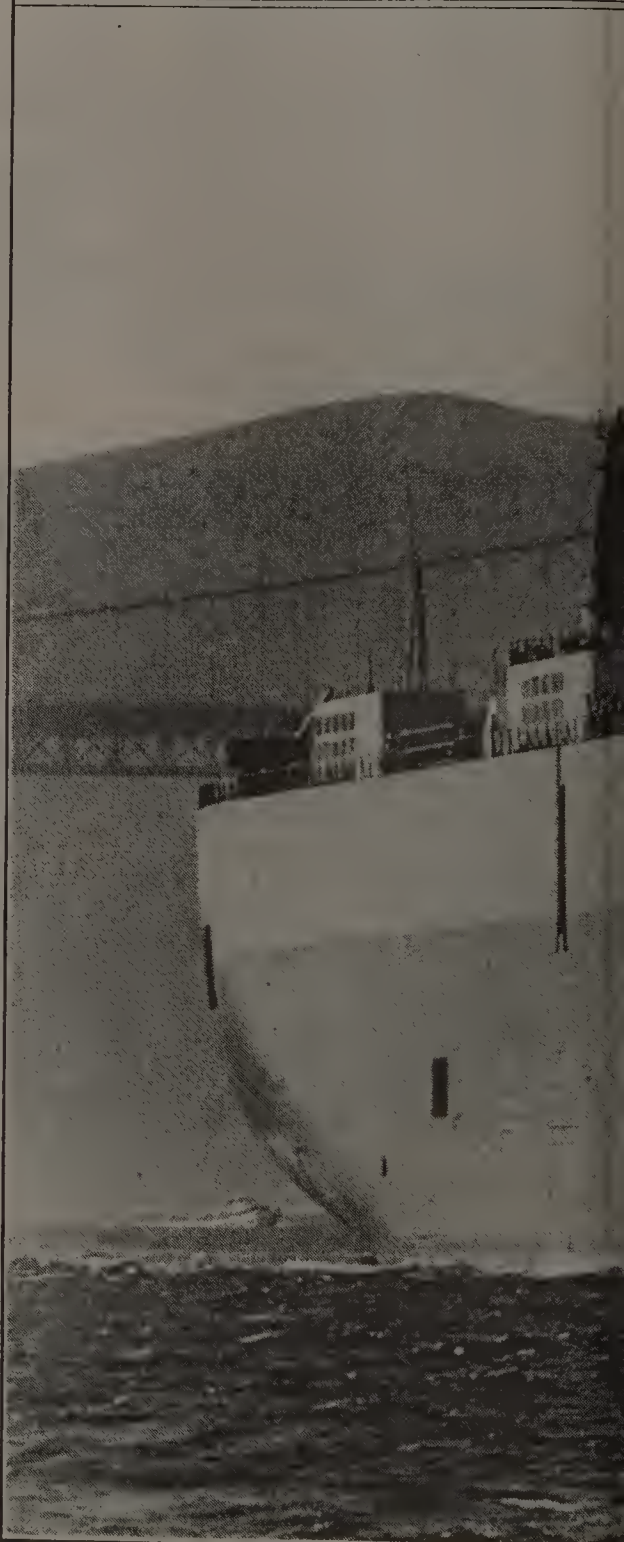
As with 1983, the tanker captain in at least one of the 1998 incidents called to raise hell with both the St. Francis YC and the Coast Guard. After obtaining more information from the vessel operators and viewing an 'instant replay' of the incident on radar tapes from Vessel Traffic Service, the Coasties opened an official investigation into the case in mid-December.

In the few months since the Big Boat Series, we've heard varying accounts from a number of people on what happened out there. Although the VTS tape should settle exactly how close who was to who,

continued on outside column of next sightings page

## baja

Hundreds of sailors made sacrifices in order to do the Ha-Ha this year, but perhaps no one was more determined to join the fun than Chris Reading, who was offered a crew position aboard the Islander 40 *AWOL*. Due to business obligations, he knew in advance he couldn't sail the first leg, but he resolved to rendezvous with the fleet at Turtle Bay no matter what. So, in spite of those who cautioned, "You can't get there from here," Chris did exhaustive research and devised a plan that involved both land and air travel. Luckily, he was wise enough to factor in





## or bust

a couple extra travel days.

The first of many snags was that his flight from Tijuana to Guerrero Negro — the closest town to Turtle Bay with air service — was delayed. When it finally did get off the ground, Chris was informed the flight would first have to make a stop at Hermosillo, on the Mexican mainland, then jag back to Baja. *No problema.*

But the second half of the flight never went that day, so Chris spent the night in a local dive. After finally touching down at Guerrero Negro the next day, he made

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## close encounters — cont'd

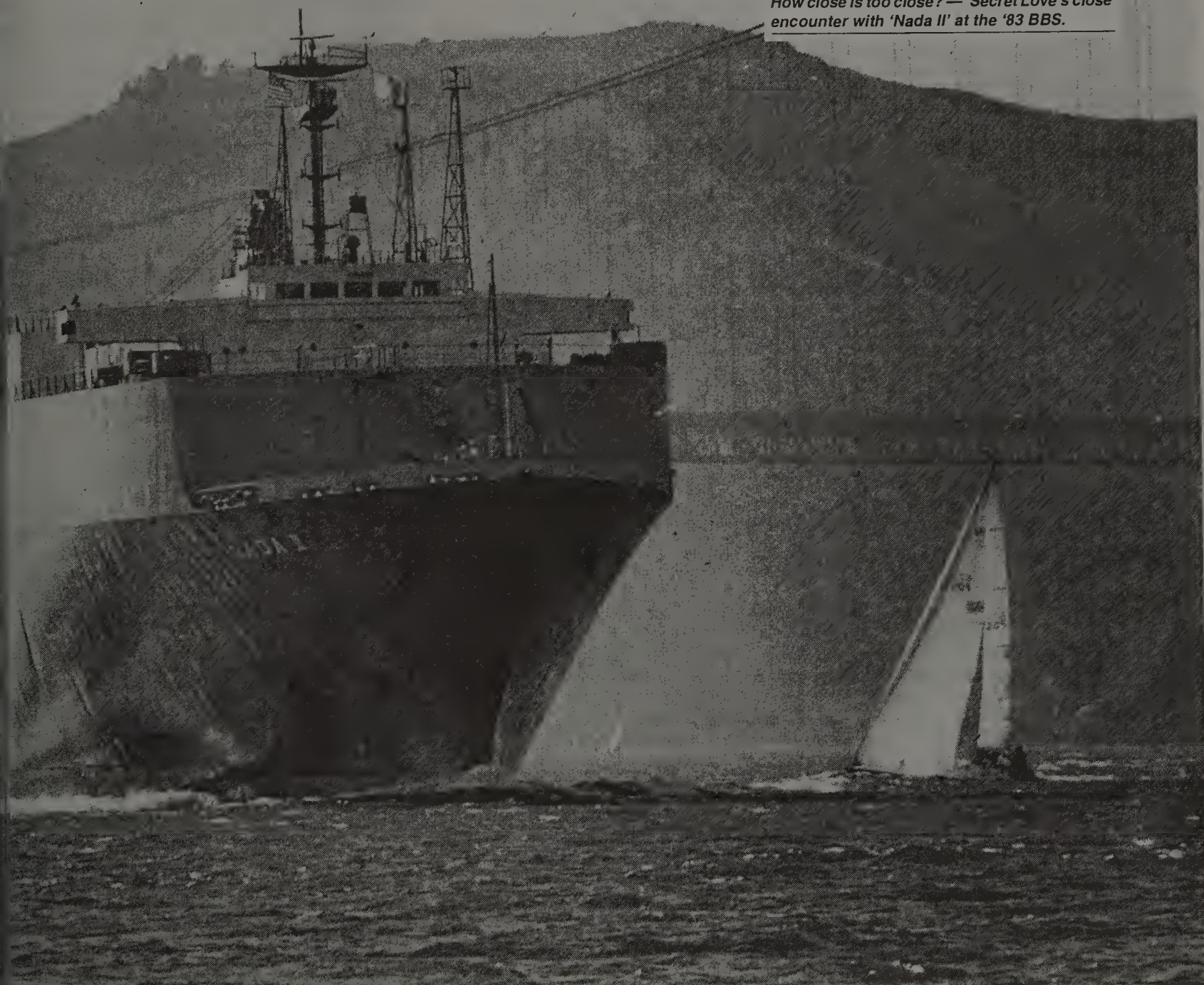
there are still disagreements on important points such as whether either ship gave the five-blast 'danger' signal, or just long, single blasts. That will certainly come out in the Coast Guard investigation, and we'll let you know the outcome as soon as it's completed.

The final word this month comes from Commodore Bruce Munro of the St. Francis YC. In response to an editorial comment in December noting that we had yet to hear the 'official word' on this year's incidents from the club, he sent the following letter:

*Latitude 38* has carried several interesting pieces on the recurring problem of racers getting in the way of commercial traffic on the Bay. This year's Big Boat Series produced another incident which is very troublesome to those of us responsible for putting on such events on the Bay.

continued on outside column of next sightings page

*How close is too close? — 'Secret Love's' close encounter with 'Nada II' at the '83 BBS.*





## close encounters — cont'd

In your December issue you commented in response to one of your reader's letters that you had not yet received any "official word" from the club on this subject. It is not our normal policy to put out official statements on subjects such as this until we have done something about the problem. However, since you have raised the issue, here is some official word you can print if you want to.

The St. Francis Yacht Club is very concerned about the problem of commercial interference. All race instructions make it a violation of the racing instructions and subject to protest to interfere with commercial traffic on the Bay. The Coast Guard monitors this situation and we are very conscious of our need to satisfy Coast Guard regulations when we conduct our regattas. Recent events indicate that we have not been doing enough to discourage racers from taking the risk of interference in order to gain a competitive advantage during a race.

To remedy this situation, I have formed a club committee consisting of Tom Allen, Scott Wollaston and myself to work with the Coast Guard and our race committee to see what further rules and enforcement procedures we might put in place to increase the pain to those who are willing to get too close to a big ship in order to win a race. We will have our first meeting with the Coast Guard on this subject on December 16. We have some ideas on how we might accomplish this result, but we do not claim to have all the answers. If you or your readers think they have the answer, you have my email address. I am open to suggestions.

— bruce munro  
commodore, st. francis yc  
bmunro@thotts.com

## internet cafes on the mexican coast

When I worked full time, I was an email fanatic. The minute that little box showed up noting "you have a message," I was all over it. I always spent the 15 seconds it took to load the message praying it had nothing to do with work. Consequently, when my partner and I left to cruise last fall, it was clear that email was the way we would keep in touch with our friends and families.

We briefly considered a satellite system, but having already overspent on equipment, that cost was not an option. We use email for work-related communication, so were not able to use amateur radio, which doesn't allow it. We knew we could use telephone connections at some marina offices, but planned to spend most of our time on the hook. Given those parameters, the choice was easy: Internet cafes.

We learned about Internet cafes during a previous trip to Central America. They are inexpensive, easy to find and safe — we leave our computer on the boat and take only a floppy disk ashore. They allow us to keep the same email address throughout our travels. We also met some of the most fascinating people of our trip in these cafes.

We established a POP account through a friend who maintains a server for his company. But there are many servers who provide email either for free or at a very low cost. Hotmail ([www.hotmail.com](http://www.hotmail.com)) appears to be the most popular of the no-cost servers. If you look in the local yellow pages under Internet, there will be several ISPs (Internet Service Providers). I telephoned two, and both had low setup fees (\$20) and low monthly fees (\$5) for email only.

We wrote our outgoing messages on the boat, saved them to a disk as "text-only," and carried the disk (in a sealed ziplock bag) to the local Internet cafe. Most of the mail programs were either Eudora or Netscape. We found only one cafe that did not have knowledgeable staff, although at times we needed to ask more than one person for assistance. (We are not fluent in Spanish, but this did not pose a problem.) We sent our pre-written mail, saved new mail onto our disk and responded to any urgent messages while at the cafe.

continued on outside column of next sightings page

## baja

a deal with a taxi driver to deliver him to Turtle Bay for the handsome sum of \$150. Fifty miles down the road, however, the



For his perseverance, Chris earned the 'determination fish' award.

taxi's engine gave a foreboding groan and came to a shuddering halt, unwilling to travel another inch. No problemo. The driver knew a guy with a truck who would take Chris the rest of the way.

This truck, however, had two bald tires,

## pier

During the past half century, Sausalito has become a veritable mecca for land-bound tourists, largely due to its rich nautical heritage. Since the Gold Rush era, the town's anchorage has given protection to a broad range of vessels, including Cape Horn square-riggers, WWII Liberty Ships and a ragtag assortment of controversial 'floating homes'. It's truly ironic, however, that such a place has no public docks where visiting vessels can temporarily tie up for a shopping spree or dinner and drinks ashore.

For decades the lack of public access from the Bay has been a hot-button issue among many residents, business people and city council members, yet no plan for a public facility has ever been fully implemented. Lately, however, the glacial pace of negotiations and planning may finally be picking up some momentum.

Four years ago, the City Council began evolving conceptual plans for a pier and/or dock that would serve a variety of needs. Then, in '97 a special task force was formed — the Sausalito Pier Group — with the encouragement of then-Mayor Paul Aibritton, who was an active member. During the past year and a half, they worked with maritime construction experts and held public forums to develop



## — cont'd

so the driver 'borrowed' two tires and rims from another friend with a similar truck, and off they went. Almost immediately, though, the driver told Chris they'd need some beer for the trip. "Sure, I'll get a six-pack!"

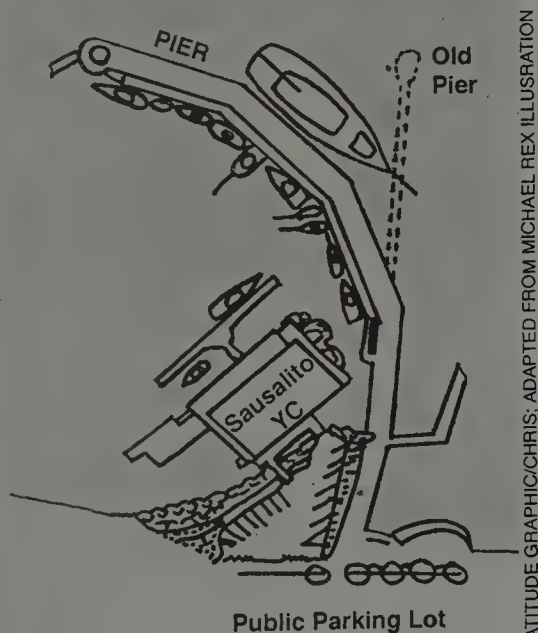
"Oh, no," said the driver. "We'll need 24 beers — a case."

As they tore across the rutted desert sand track doing upwards of 50 mph, the driver never could seem to quench his thirst. They stopped at several more *tiendas* (stores) to replenish their supply, and when there were no more *tiendas*, they stopped at houses and bought beer from the inhabitants.

By the time they approached Turtle Bay, they'd been through 100 cans of beer. They'd also blown out both of the bald tires and replaced them with the spares. Then, as they rounded the last curve at the outskirts of town, a third tire blew, leaving them no choice but to bounce into town on the rim — accompanied by a cacophony of metallic clatter created by the sea of crumpled aluminum cans rumbling around at their feet.

## pressure

the concept of a faceted pier that would extend into the Bay from a point between the existing ferry docks and the Sausalito



Yacht Club. The outer, or southern side, would accommodate small ships and charter vessels, while the inner, or northern side, would feature a floating dinghy

continued middle of next sightings page

## cafes — cont'd

The most difficult challenge we faced while utilizing cafes for email use was finding them, or at least, finding someone who could point us in the right direction. The following is a list of sites we used while cruising Mexico, from Cabo San Lucas to Acapulco. All information was correct and current for the 1997-1998 cruising season:

**Acapulco:** Acanet, La Gran Plaza; Costa M. Aleman; [www.acanet.com.mx](http://www.acanet.com.mx)

**Cabo San Lucas:** Dr. Z's Internet Cafe and Bar Net Zone, Blvd. Lazaro Cardenas (Behind Baha Tech); [www.mexonline.com/bamatech/netzone.htm](http://www.mexonline.com/bamatech/netzone.htm) [netzonel@cabonet.net.mx](mailto:netzonel@cabonet.net.mx)

**La Paz:** Baja Net, Calle Madero 430, [www.bama.net.mx/ventas/ba\\*a.net.mx@](http://www.bama.net.mx/ventas/ba*a.net.mx@). Hours: Monday through Saturday, 8 a.m.- 8 p.m.; 20-45 pesos per 30 minutes, depending on computer.

**Manzanillo:** Bay Net, Blvd. Miquel de la Madrid, Room 115 (next to Las Hadas Golf Course) [www.bay.net.mx](http://www.bay.net.mx) [admin@bay.net.mx](mailto:admin@bay.net.mx). Hours: Monday through Friday, 8 a.m.- 2p.m., 4p.m.- 7p.m.; Saturday, 9 a.m.-2 p.m.; 20 pesos per hour

**Mazatlan:** Web House RED 2000, Plaza Las Americas Local 2, [Red2000C@red2000.com.mx](mailto:Red2000C@red2000.com.mx) [info@mazatlan.com.mx](mailto:info@mazatlan.com.mx). Hours: Monday through Friday 8:30 a.m. to 6:30 p.m. (closed for siesta), Saturday 8:30-2; 45 pesos per hour.

— Mail Boxes Etc., [www.mbe.com](http://www.mbe.com), Ave. Camaron Sabalo No. 310; Col. Zona Dorada, roughly 1 peso/minute. Open regular business hours. (Only one machine available, but much closer to marina than Web House.)

**Melaque:** Ciber@Net, #27A Pasaje Comercial; Gomez Farias; [Gayon@bay.net.mx](mailto:Gayon@bay.net.mx). Hours: noon-2.30, 4-6 p.m., 8:30-10 p.m.

**Puerto Vallarta:** Cyber City, Neptune Plaza, Marina Vallarta; [Visual@tagOl.acnet.net](mailto:Visual@tagOl.acnet.net). Hours: Monday through Friday 10 a.m. to 9 p.m.; Saturday 10-5; 30 pesos/hour; 20 pesos minimum. MacIntosh computers.

— The Net House, Ignacio L. Vallarta #232 (next to The Reporter Restaurant); [www.the-net-house.com](http://www.the-net-house.com). Open 24 hours; 10 pesos for 15 minutes; 20 pesos for 30 minutes; \$40 pesos/hour.

— Puerto Net, Juarez #388. Hours: Monday through Saturday 9-11; 15 pesos/15 min; 25 pesos/30 minutes; 40 pesos/hour

**Zihuatanejo:** Poder Net, Ave. Ejido S/N Esq. Cuauhtemoc Col Centro, [Marichu@zihuatanejo.podernet.com.mx](mailto:Marichu@zihuatanejo.podernet.com.mx). Open regular business hour; closed during siesta. One machine available; 1 peso/minute.

— CD Net, Calle Ejercito Mexicano S/N, [Webmastr@cdnet.com.mx](mailto:Webmastr@cdnet.com.mx). Open regular business hours; 30 pesos/hour.

— betty flagler

## coast watch

The following are a few of the notable cases to which the Coast Guard responded between mid-November and mid-December.

**November 20** — At 9:57 a.m. Coast Guard Group San Francisco received a report of a 406 MHz Emergency Position Indicating Radio Beacon (EPIRB) activation from a fishing vessel, with a 50 percent chance of it being located 190 NM off Pt. Reyes. We issued urgent marine information broadcasts (UMIBs) and diverted a C-130 Hercules airplane to search. About half an hour later, the vessel in question, which was actually only 2 NM south of Pt. Reyes, heard our UMIB and responded that it was not in distress. We closed the case.

The unusual aspect of this case is that the initial location given by the 406 EPIRB was so far off. Normally, this technology is very accurate. As a matter of fact, a subsequent satellite pass about 30 minutes after the initial one narrowed the position of the vessel to within 1 NM of its actual position.

**November 22** — Shortly before 10 p.m., the San Francisco Fire Department requested assistance from the Coast Guard to hoist two

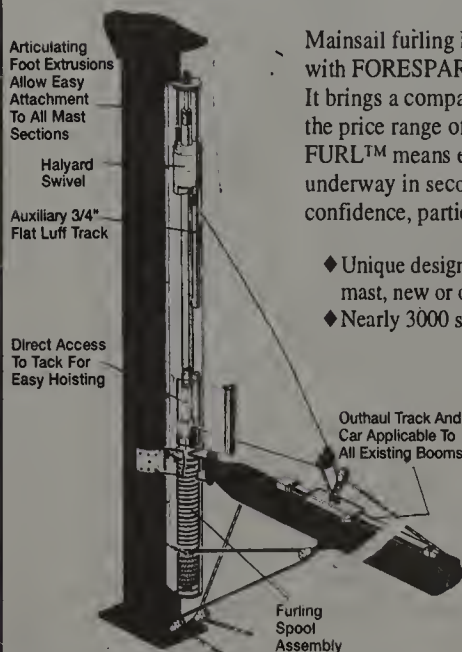
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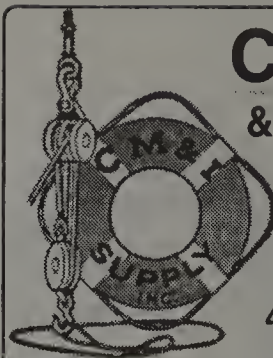
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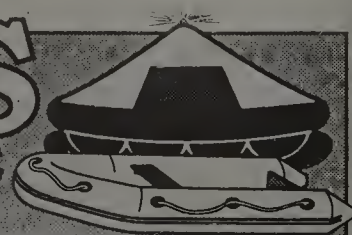
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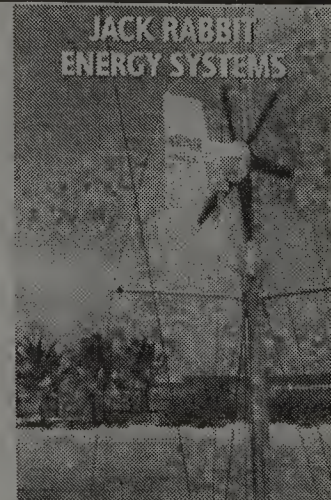
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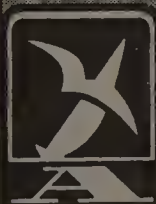
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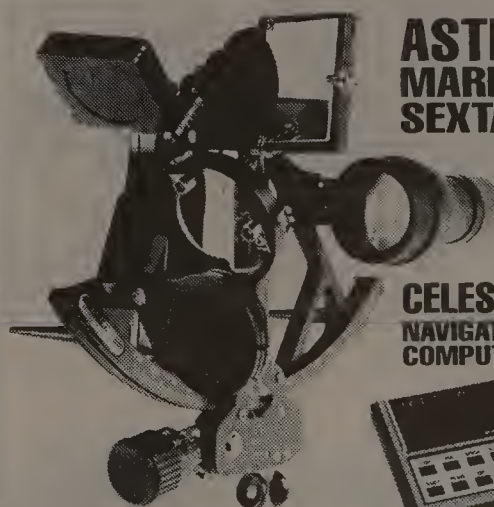
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# SIGHTINGS

## coast watch — cont'd

people who had fallen off a cliff at the 17th Green of the Eagle Point Golf Course. Fifteen minutes later, a Dolphin helicopter from Air Station San Francisco was dispatched. A 44-ft motor lifeboat from Station Golden Gate was also launched to act as safety observer and to help illuminate the scene. By 11:32 PM the helicopter had hoisted both victims to the top of the cliff and transferred them to emergency medical personnel on-scene.

— At 11:15 p.m., we received a call from a 16-ft pleasure craft reporting it had lost power "at the Highway 37 bridge." Contact was then lost. Unsure if the boat was disabled on the Petaluma River or the Napa River (Highway 37 crosses both), Station Carquinez launched a rigid-hull inflatable boat and searched both rivers, with negative results. The next day a helicopter was launched for a first-light search of the area, also with negative results. No overdue boats were reported. We suspended active search pending further developments.

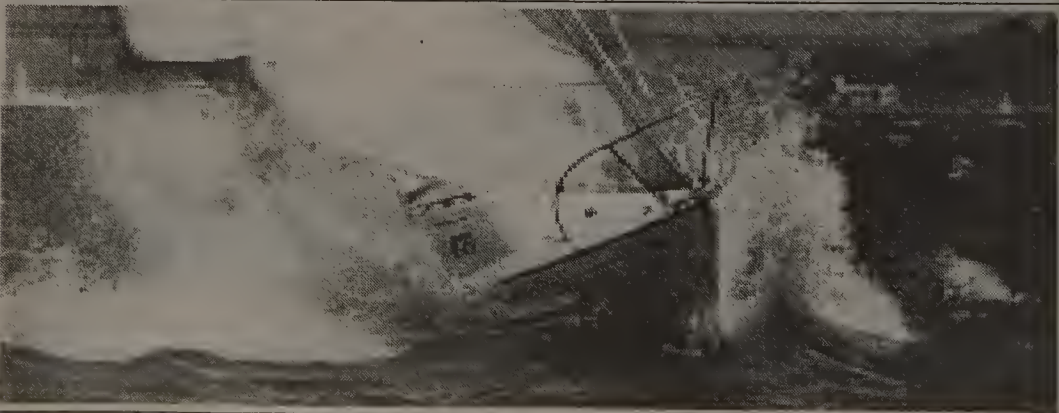
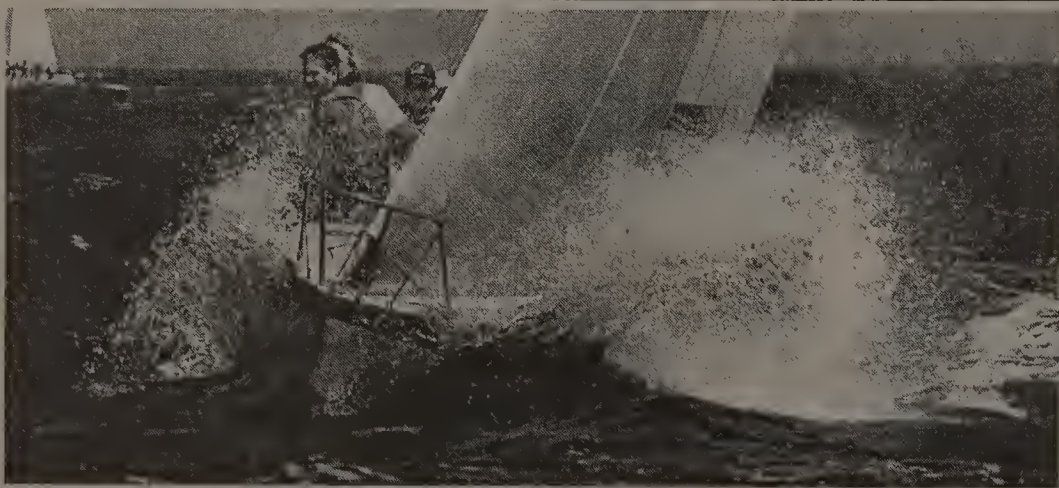
The exact location is the most important information that can be given when reporting a distress. Other important items include description of the vessel, nature of the emergency, number of people on board, and any special circumstances such as medical conditions (dia-

continued on outside column of next sightings page

## pier

dock in addition to berthing space for 10 or 12 recreational sailboats and powerboats.

Current Mayor Amy Belser is officially pro-pier, but her council has thus far been reluctant to commit to the project, since there is no guarantee that the facility could generate enough income to maintain itself (let alone repay the costs of construction). How much money would it take to build? A couple million would be an educated guess, but the accurate answer to that question is caught up in a 'Catch 22'. Until marine engineers make detailed assessments of the seabed, and potential impacts on adjacent properties, a realistic budget cannot be reached; and since the council is unsure if the city coffers can bear the substantial construction costs, to date they've been reluctant even



Our first annual Splash for Cash competition came down to these four images: Honorable mentions go to (left, top to bottom) the Moore 24 Nationals, the NOOD Regatta, and the September 'Eye on the Bay' feature. The winner is this image of 'Silent Miaow' on a windy August day. Note that we don't actually award cash — we just couldn't get 'T-shirt' to rhyme with 'splash'. But if the skipper of 'Silent Miaow' will call 383-8200, ext. 110 with his address, we'll put a nifty 'Latitude' T-shirt in the mail to him.

Want to enter in '99? Well, since photos like this are pretty much complete serendipity, you can't actually prepare or train. But what you can do is, if you happen to cross paths with our photoboat on windy, ebby day this summer, smile and punch a big wet one for us. We'll do the rest.



## — cont'd

to fund the studies.

Fortunately, however, two individuals from the private sector have come forward with promises of big bucks to push the project through. Exactly what they want — if anything — in return has not been made public. Nevertheless, a public/private partnership may be the solution to moving this frustratingly-slow process forward. Then, maybe visiting cruisers, as well as day-sailors from the City and East Bay, will finally have a place to tie up when they feel the urge to hear some jazz at the No Name Bar or have lunch at Scoma's.

During the coming months, we'll try to keep you posted on the project's progress. In the meantime, the Pier Group welcomes public comment. Write to them c/o Sausalito City Council, 420 Litho Street, Sausalito, CA 94965.

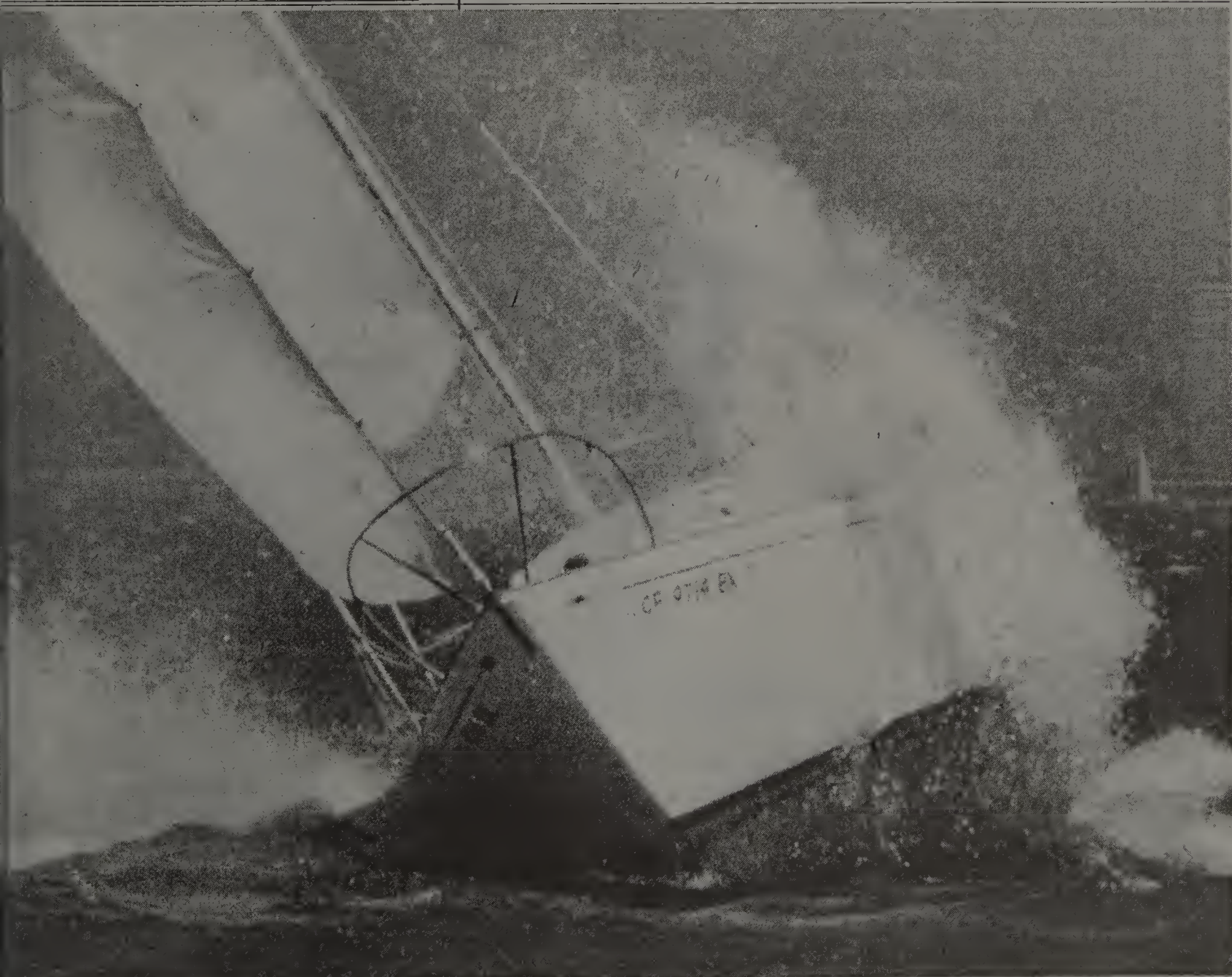
## coast watch — cont'd

betic, hypothermia, etc.). Also, if you call for assistance and — before the Coast Guard arrives — you are rescued by another boater or reach safety by your own means, PLEASE contact us so we can avoid needlessly launching additional resources.

**November 24** — At 8:05 a.m. we received a report from a 27-ft sailing vessel unable to raise a 'buddy boat', also a 27-ft sailing vessel, on the radio. Both boats had departed Half Moon Bay earlier in the day for a trip to Santa Cruz. The vessels were supposed to maintain radio contact, but the reporting source had been unable to contact the other boat for about an hour. A small craft advisory had been issued for the area because of heavy seas. The Monterey weather buoy reported combined seas of 25 feet. An Air Station San Francisco helicopter located the second vessel, which was not in distress. The operator was simply not monitoring Channel 68 as he had arranged with his friend. We declared this case to be a false alarm. As an interesting sidenote, the Santa Cruz Harbormaster assisted the same vessel the next day when it ran aground in Santa Cruz Harbor.

**November 26** — At 2:45 p.m., Station Monterey received a report of several members of a family that had been swept off Garrapata Beach

continued on outside column of next sightings page



ALL PHOTOS LATITUDE/JR



# SIGHTINGS

## coast watch — cont'd

by a large wave. All but one had been rescued. A Station Monterey 47-ft motor lifeboat and an Air Station San Francisco helicopter responded. California Highway Patrolmen sighted the 58-year old woman and directed the helicopter to her. The helicopter deployed its rescue swimmer to retrieve her from the water. She was showing no vital signs. The helicopter crew commenced CPR and transferred her to awaiting emergency medical personnel on the beach.

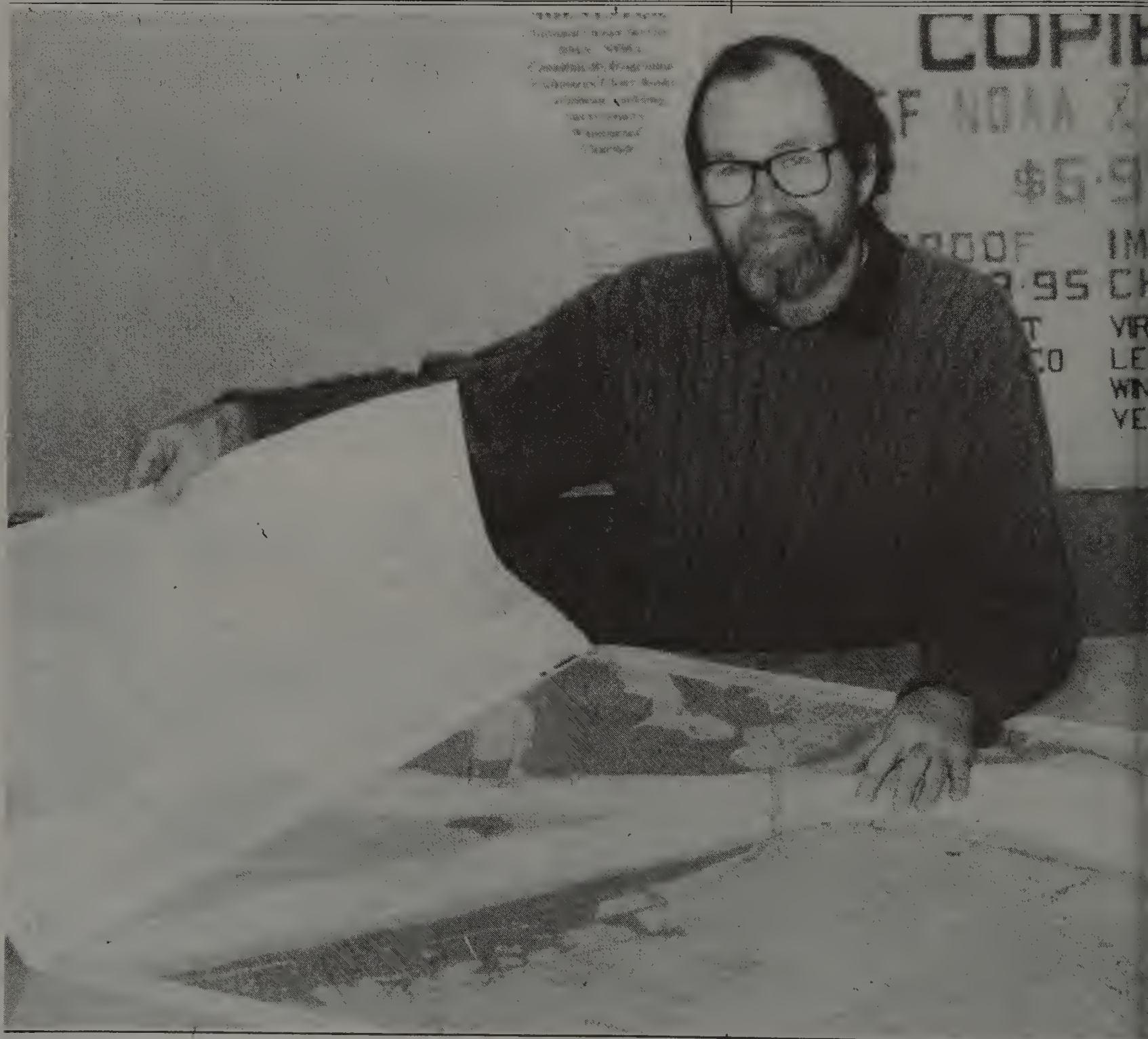
**December 17** — At 7:25 a.m. Pebble Beach Security reported finding debris from the fishing vessel *Lovely Day* washed up on shore near Pt. Joe. Though not known for sure, the vessel had evidently capsized. A Station Monterey 47 ft motor lifeboat and Air Station San Francisco Dolphin helicopter arrived shortly thereafter and began a search of the area. A short time later, the Dolphin located and retrieved a deceased

continued on outside column of next sightings page

## worst in

In terms of damage and lives lost, last year's Atlantic hurricane season, which ended November 30, was the most destructive in 200 years. In the U.S. alone, seven storms, including the heavyweights *Georges* and *Mitch*, caused several billion dollars in damage and killed scores. Small nations in and around the Caribbean suffered much more. The death toll in Nicaragua and Honduras from *Mitch* alone is estimated at 10,000, but may never be known exactly.

In all, 10 hurricanes and four tropical storms formed in the Atlantic in the six-





## 200 years

month season which began June 1. The busiest month was September, when there were four hurricanes going at the same time, a phenomenon not seen since 1893. (We have no idea how anyone would know what was going on weatherwise in the Atlantic in 1893, but that's the statistic.)

*Mitch* was by far the most powerful storm of the year — and ranked right up there with the most infamous hurricanes in history. Forming south of Jamaica on October 22, *Mitch* became a Category 5

continued middle of next sightings page

## coast watch — cont'd

fisherman from *Lovely Day*. Learning that there were two aboard, the boat and helicopter searched until sunset that day, and returned the next morning for a first-light search. By that time the second passenger, also deceased, had washed up onto Pebble Beach. We don't know if either was wearing a lifejacket.

**December 18** — Shortly before noon, CHP officers spotted a man climbing the cable of the Oakland Bay Bridge, apparently headed for the top of the tower directly adjacent to Yerba Buena Island. Station San Francisco's 41-ft utility boat and rigid-hull inflatable boats responded, along with the Alameda-based Cutter *Sherman*, SFPD's *Marine One* and the fire boat *Guardian*. At 11:55 a.m., the man jumped from the tower into the Bay. Shortly thereafter he was retrieved, deceased, by the Station San Francisco RHIB. The man's car was later found abandoned at the Bay Bridge's Treasure Island off-ramp.

## pod chart test

Print-On-Demand (POD) charts are a step closer to reality, thanks to the input of Bay Area mariners. In fact, San Francisco will figure prominently in the eventual look and feel of the new technology. The Bay Area was one of only four U.S. ports selected for an official trial run last month, and the only port west of the Appalachians.

To refresh your memory, Print-On-Demand charts are exactly what they sound like. If you want a chart, you go to your friendly neighborhood chart supplier and order one. Within 48 hours, a chart with the most up-to-date information available is sent your way.

When word of the POD program first came along last spring, there was hue and cry among both mariners and chart suppliers that it was a huge step backward. "Imagine pulling into a gas station in some unfamiliar place and having the guy tell you they'd have to order a map," was the way one person put it.

Of course, it's not going to be like that at all. Chart suppliers will continue to stock all the common charts that they do now, and you'll be able to walk in and buy those (or the cheaper facsimiles) like you always did. But if you want a weird chart, like McMurdo Sound, you'll have to order it and wait two days. That's still better than the two to three-week turnaround for some special orders under the current system. Plus the information on the chart you get is going to be accurate to within a few days of order, rather than months. There is even a subscription program in the works, whereby, for a fee, mariners will automatically be sent the newest versions of whatever charts they want as soon as they come out.

The mini market test involved distributing two prototype POD charts to about 100 maritime organizations and individuals in each port. (The other ports were New York, Norfolk and South Florida.) These included official chart agents (vendors), commercial mariners, pilots, Coast Guard and so on. Each chart included a questionnaire on everything from what mariners would like to see included on the new charts, to what they thought of the paper on which they're printed.

We got a chance to look at the two POD charts supplied to Bay Area mariners. One, which NOS calls the 'no frills' chart, was a typical chart like all of us have used for years. The other had a fold-out section that included such things as tide tables, Coast Pilot, light list and other useful information — again, all up to minute accurate. One of the charts was on lightweight paper, while the other was on heavier stock. Though flimsier than current chart paper, both appeared to be hardy and rip-resistant. (Regarding paper quality, it's well to remember that PODs are meant to be disposable, or at least replaced with some regularity.)

The clarity of the POD charts was a little disappointing. They don't come near the fine print quality of current charts. But the 'jagginess' inherent in the current computer printing technology will only get better as time goes along. (At least we hope so; we have the same problem

continued on outside column of next sightings page

David Kennedy of Sausalito's Armchair Sailor bookstore has a look at sample POD charts. The foldout version in his hand contains a light list, tide tables and other useful information.

LAIRE  
\$25.95  
ANDS 14.95



# SIGHTINGS

## charts — cont'd

here at *Latitude*.) All in all, however, those are minor nits. The charts are perfectly useful, and anyone who can plot a course with traditional charts will have no trouble using these. We especially liked the 'superstock' version with the foldout addition. It would sure save some fumbling around at the chart table to have all that information right at hand rather than having to get it out of books.

POD charts still have a ways to go. Nobody knows quite when they might come on the market (an earlier prediction of next spring now seems premature), how much they're going to cost (no matter what they cost, you can still get black and white copies from your supplier for about \$7 each), and exactly who or where the printing will be done.

We'll let you know more as soon as we do. Until then, drop by your local supplier and check out the new charts yourself.

## hurricane

storm with sustained winds of 180 miles per hour. In terms of power, it tied *Camille* in 1969 as the fourth-strongest Atlantic hurricane this century. In terms of destructiveness, *Mitch* ranked third.

The Pacific hurricane season was about average with 9 hurricanes and 13

## looking

Our looking good boat of the month is the lovely yawl *Athene*. Scrutinizers would be correct in noting this is not a current





## season — cont'd

named storms.

Get used to more of the same, says William Gray and his team of forecasters at Colorado State University. El Niños appear to suppress hurricane activity, at least in the Atlantic. Now that 'the baby' is gone, big storms are expected to return.

## good

photo, but we never said they had to be. We just stumbled on it in the 1990 books while looking for something else.



## short sightings

**OUT THERE** — In a ferocious storm off the Aleutians in late October, two American President Lines ships lost a total of 388 containers. Both the *APL China* and the *President Adams* were laden with more than 4,000 of the big metal boxes, which were filled mainly with Asian-made holiday items — clothes, electronics and sports gear — destined for large outlet stores such as The Gap and Sears.

From what we understand, it's not unusual for container ships to lose a few containers now and then in heavy weather. But it is unusual for a modern ship like the *President Adams* to lose 22 of them. And the *China's* loss — 366 containers — is almost unheard of. That cargo alone has been estimated as high as \$50 million — more than the value of the ship itself. A full assessment is expected this month.

By the way, that number does not include the price of the containers — \$8,000 to \$10,000 for 'normal' containers and up to \$40,000 for refrigerated ones — or the storm damage to both ships estimated at tens of thousands of dollars.

The brutal storm — near hurricane-force winds and 70-foot swells were reported — also seemed pale in comparison to the s\*\*t storm that hit APL after the two ships docked in Seattle. What has become a steady stream of lawsuits began almost immediately. Retailers weren't among them at this writing, but if retail holiday sales are down, they will be.

An investigation is currently underway into what exactly caused the huge loss. There are rumors that the *China* had engine troubles that required her to lay-to in the heavy weather for repairs.

**INDONESIA** — "Did *Homo Erectus* sail?" asked no less an authority than *National Geographic* in their November, 1998, issue. The question was predicated on evidence of very early habitation — like 800,000 to 900,000 years ago — of the Indonesian island of Flores. The absence of animal remains on Flores and other islands rules out a one-time land bridge, so the only way *Homo Erectus* (an upright-walking chap about the size of Doug Flutie) could have made it there was on some sort of seagoing craft. In considering the evidence, Australian archaeologist Mike Morwood observed "*Homo Erectus* must have been smarter than generally believed." Well, at least the ones in the back of the boat.

**SCOTLAND** — As of November, tourists to Edinburgh can add the former royal yacht *Britannia* to their schedules of things to see. You might recall that the 44-year-old motoryacht was decommissioned a year or so ago as a cost-cutting measure. Now it's owned by a charitable trust which has placed it at the Leith docks and opened it for public tours. Some *Britannia* trivia:

- Four royal couples, including Diana and Charles, spent their honeymoons aboard. All four marriages ended in divorce.
- The crew used to wear sneakers and communicate by hand signals so as not to disturb the royal family.
- Some members of the royal family wanted the ship to be scuttled at sea after she was decommissioned, ala George V. Disappointed that no family wanted to continue sailing that 121-ft cutter, also named *Britannia*, he decreed that upon his death she should be taken out and sunk. His wishes were carried out in 1936.

**NORTH OF PHILADELPHIA** — If now was then, we all might have a bit more of a British lilt to our speech and be impeaching a king instead of a president. We're talking about George Washington's famous crossing of the Delaware River in 1776, an action that not only proved a turning point in the Revolutionary War, but led to that really cool painting. Anyway, the crossing has been reenacted annually for 50 years or so, but not this year. Drought has shrunk the area of the crossing, 30 miles north of Philly, so much that the actors would have to drag the boats most of the way. So they're going to have to make do with walking over a modern steel bridge. Hmmm. At least now they'll be able to re-enact that silver dollar throw over the Delaware with no problem. Or was that the Potomac. . . ?



# STEVE FOSSETT'S *PLAYSTATION* —

History was made at 5 p.m. New Zealand time on December 21, 1998, as Christine Fletcher, the Mayor of Auckland, cracked a bottle of bubbly over the bow of Steve Fossett's behemoth new 105-foot catamaran. For the last two years, the working name of the estimated \$7 million project was simply *BFB* ("big f\*\*\*ing boat"). At the much-anticipated launching ceremony, the boat's actual name was revealed — *PlayStation*, after their sponsor Sony Computer Entertainment Europe's popular Sony PlayStation product. Covering an area the size of an ice hockey rink, the new boat is apparently a breathtaking sight just idling at the dock.

Ironically, Fossett was too high — literally — to make the launching. He was three days into a round-the-world balloon voyage with British tycoon Richard Branson, threading a precarious needle between hostile air space over Iraq, Iran and Russia about the time *PlayStation* was splashed. Fossett is expected to show up in Auckland after New Year's to participate in sea trials.

As the first of the new breed of 100+ foot cats for The Race, *PlayStation* will be the benchmark boat for others to design and compete against. You can read about Fossett's new toy in more technical detail in the glossies over the next few months; in the meantime, we wanted to provide the first glimpses of the boat, and introduce some of the people behind it, and the challenges they will take on in the upcoming two years. Next month, we hope to have pictures of *PlayStation* under sail.

## The Boat

Numbers and words don't adequately describe the sheer enormity of *PlayStation*, but we have to start somewhere: the new cat is 105 feet overall, 97.5 feet on the waterline, the mast is 147.5 feet off the water, the beam is 60 feet, and the daggerboards draw 14.7 feet. The hulls are narrow with high bows; deep cockpits are nestled behind the modern, canopy-style cabintops. The graphics are red, yellow and black. We're not exactly sure of the boat's freeboard, but it's about seven feet higher than the dock — the crew has built a multi-level ramp to access the deck.

The only dimension that the designers aren't revealing is the displacement, which would be of critical interest to potential competitors. Pete Melvin, however, would say this: "*PlayStation* will sail in excess of 35 knots, making it the fastest ocean sailing craft ever built."

The boat took shape over the last 21 months at Cookson Boats, in the heart of the America's Cup village on Auckland's

waterfront. For the last few weeks, a 20-man crew worked seven days a week in order to launch the cat on schedule. For obvious reasons, security surrounding Fossett's project was tight — causing rumors to circulate about its length (most had it at 120-125 feet) and 'radicality'. What finally emerged from Cookson's shop in mid-December

was, according to crewmember Peter Hogg, "A beautifully-built boat, one that is evolutionary, not revolutionary. It's consistent with offshore catamarans such as *Explorer*, only without the pod in the middle. Other projects for The Race, notably Pete Goss's, are much more extreme. *PlayStation* is basically a huge jump up in size, but still within the knowledge level of her designer and crew."

Constructed of prepreg carbon fiber with aluminum honeycomb cores, *PlayStation* has two extra bows inside each hull, spaced six feet apart, which essentially serve as high-tech crash bulkheads. Each hull, unpainted on the inside to save weight, contains four bunks

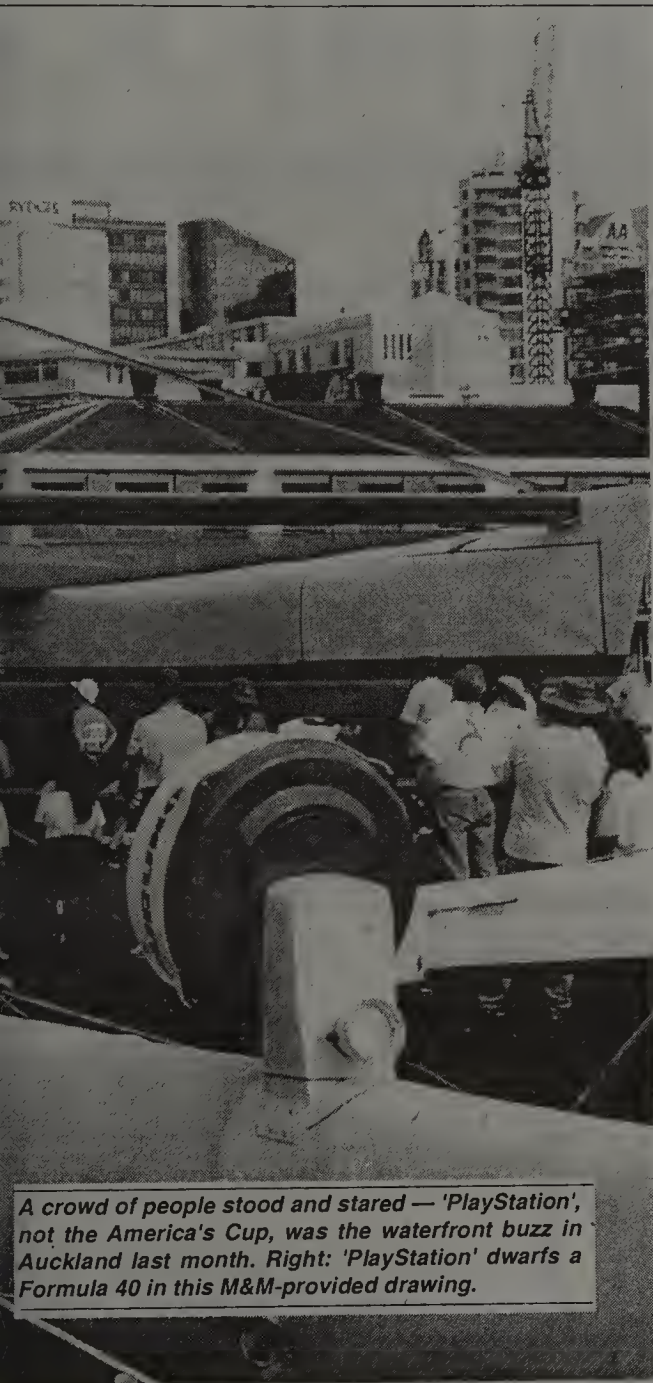
SPREAD: TOM ZINN / INSET: LATITUDE ARCHIVES



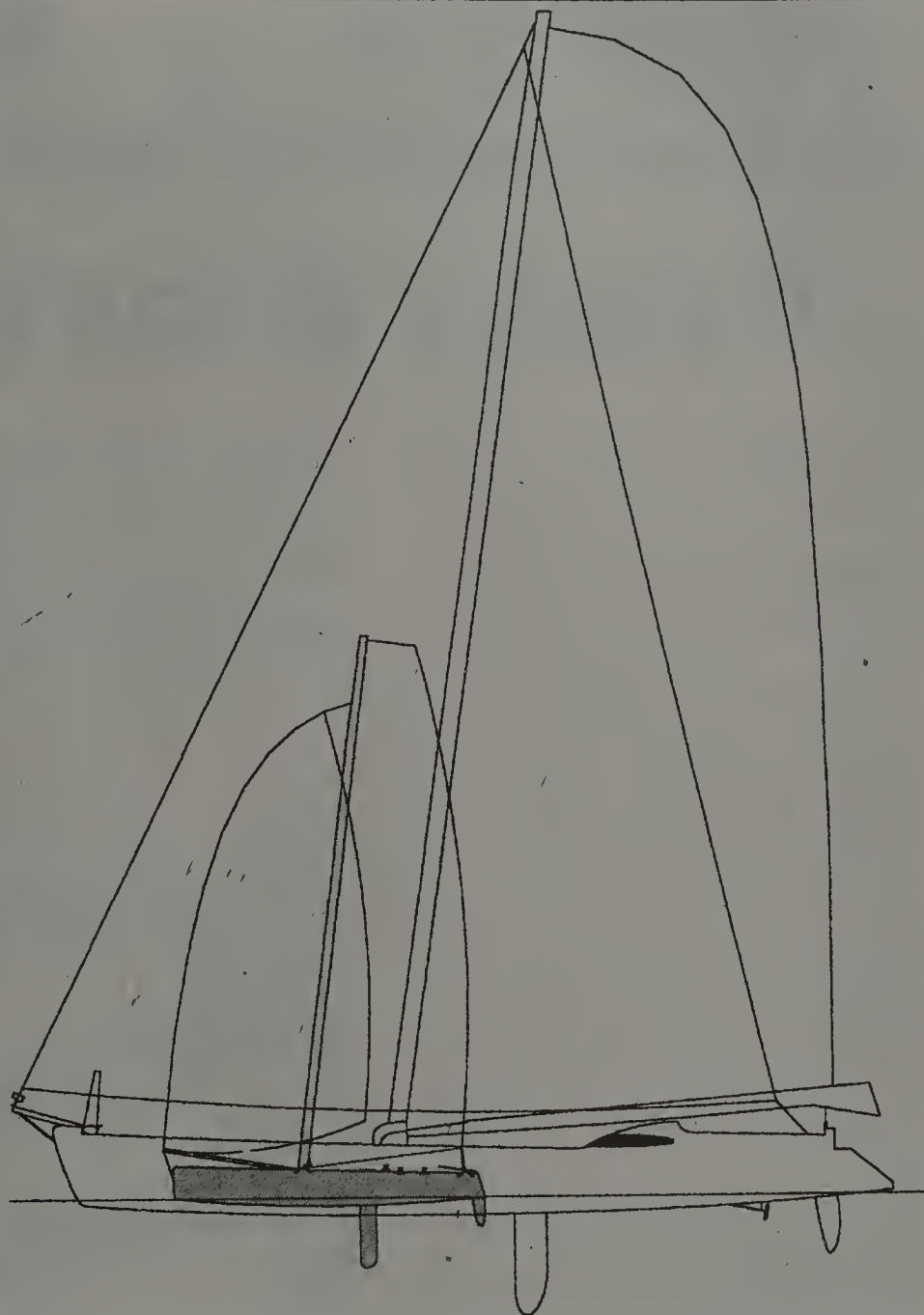
**Man on a mission** — Steve Fossett, pictured above after the '97 TransPac, wants more records. With this new boat, he'll get them.



# MEET THE NEW BOSS



A crowd of people stood and stared — 'PlayStation', not the America's Cup, was the waterfront buzz in Auckland last month. Right: 'PlayStation' dwarfs a Formula 40 in this M&M-provided drawing.



and an engine. One hull houses a minimal galley, the other a state-of-the-art navigation station. In addition to the *de rigueur* instrument and weather package, the boat will be able to communicate with TV, Internet, radio and print media. One diesel generator and two wind generators help power all these devices.

Aloft, the towering Southern Spars carbon rig will support 7,274 square feet of sail upwind, and a total of 11,631 square feet downwind — about eight times bigger than the floor plan of our house! The gigantic, raked-back mast is non-rotating, one of few areas where the designers have taken a conservative approach. The sheaves for the halyards are, according

to one observer, "the size of small pizza pans." The carbon boom — which has 'wings' to support the gigantic mainsail when it is reefed or dropped — is controlled by a solid, hydraulic mainsheet coming out of the traveller. It's an interesting-looking arrangement that resembles a large vang at the wrong end of the boom.

*"We are not planning to come in second."*

Lewmar winches, including seven coffee grinders, and deck gear control the rest of the sail inventory — a 1,700-pound carbon/spectra mainsail (which was recently lifted aboard by a crane), masthead reacher, masthead genoa, solent jib, an upwind staysail and a storm jib. All sails were constructed by North Sails San Diego using

kevlar/spectra, panel-built construction (not 3DL). Three of the sails will live on roller-furlers (bowsprit, headstay, staysail), with the rest stowed in bags on the nets or stuffed into the forward hatches.

Nylon sails, even the strongest weights, have no place on jumbo multihulls as the apparent wind is continuously forward of the beam. To save weight on board, no spare sails will be carried. Instead, the crew will have to make repairs underway — on the nets, as these sails are too big to fit into the tiny interior.

## The Designers

Forty-year-old Gino Morrelli has been creating multihulls since 1975, gaining worldwide prominence in 1988 as a leading member of Dennis Conner's *Stars & Stripes* catamaran design team. He





# KKMI KH

**HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES - DO-IT-YOURSELF CU**

## "CRAZY NEW YEAR!"

That's almost what another yard owner said when they heard KKMI is selling materials at discount prices.

Actually what they said was they weren't too happy with the idea of lower profits. Yet on the other hand the savings have delighted every boat owner. Ken Keefe, KKMI's President explained, "I man-

aged a yard in Sausalito for a number of years and it was company policy to charge full price for materials, such as bottom paint. In fact, that's been the industry standard. On the other hand, when we opened our doors at KKMI several years ago we knew this type of policy wasn't fair so

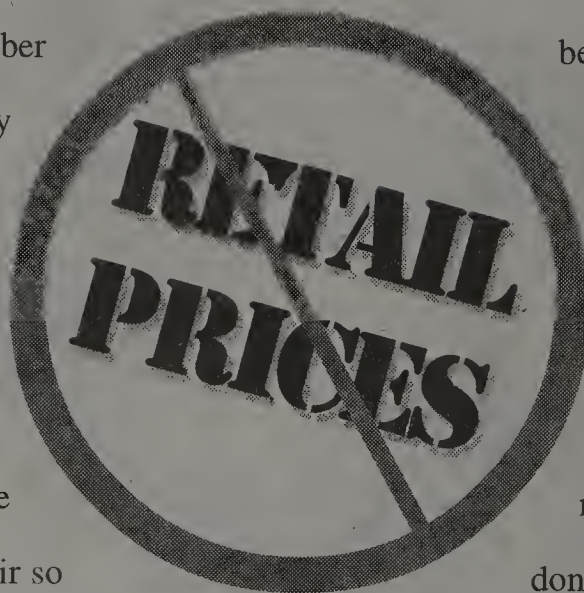
we've always offered our customers a discount.

Now, we've just decided to go one step further by matching the prices of the discount catalog stores."

Paul Kaplan, KKMI's CEO added, "My wife and I have owned numerous boats and paid many yard bills, more than I care to remember! It always bothered us

when the yard would charge us the retail price for bottom paint when I knew we could have purchased it for less at West Marine. KKMI has addressed this issue by now matching those prices. Our yard not only has the lowest labor rates but with this special discount, there will be no question, our customers can

be sure they're getting a great deal."



As with most great deals, there is a caveat, this is a limited offer. Ken Keefe said, "Frankly, we've gone way out on a limb by making this deal, no yard has ever done this before. We're going to extend

this offer a bit longer, but we need to set a time limit. If customers make their reservations to haul before the end of the February, we'll stand by the discount deal. We're getting pretty booked up so you better call us today."



# IRONICLE

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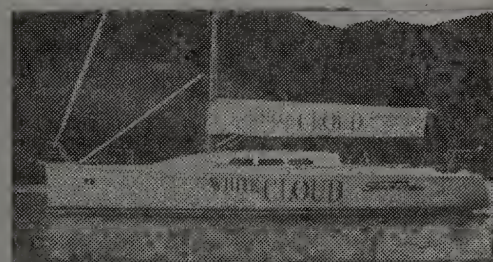
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**Swan 651 Tristan**

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**Farr 39** Perfect blend of high performance with creature comforts. Complete package for the serious sailor.



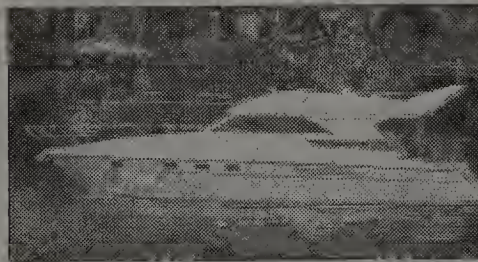
**65' Ed Monk Pilothouse Motoryacht**  
*Angelique V*  
Launched in 1995. Low hours.  
Call for details.



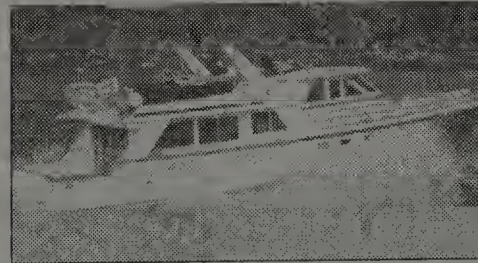
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Three staterooms with fantastic performance. Barely used. Save a bunch!



**65' Tollycraft Tai Suites**  
Fantastic inventory and light use make this an exceptional value at \$1,149,000.

## HERB CRANE



### Tuesday Turnbuckles

**VIRTUAL BOATYARD:** Every time I visit the boat yard over at KKMI I learn something new. For example, did you know you can go directly to their web site at [www.kkmi.com](http://www.kkmi.com) and see how much it will cost you to haul out your boat and paint the bottom there? Not only can you look over their rates but you can also sign up 'on line' from anywhere on the planet. Talk about convenience! For example, imagine you need to catch an early morning flight out of town. Not a problem if you're taking your boat to KKMI... while you're at their web site you can fill out the work order form and you'll be instantly placed on the next available opening in their schedule. Nothing could be simpler. For insurance work there is no better place to take your boat. If your boat has been in a collision you want to be sure the repairs will be taken care of as quickly as possible... at KKMI they're experts at expediting your claim. They'll take digital pictures of the damage and immediately send them to your insurance company and their adjusters via email to speed up your claim. Not only will you know that your repairs will be made by the most prestigious yard in the area but the most efficient. The only thing they can't do is repair your boat over the Internet, not yet anyway.

★ ★ ★

**MURPHY'S LAW:** For some reason, it seems as if things never go wrong during normal business hours and this always seems to be the case when it comes to boats. I think it can be unquestionably proven that no boat has ever sprung a leak on a Monday morning while leaving for the boat yard! The folks at KKMI understand that Murphy is alive and well and that's why they offer emergency haul out service 24 hours a day, 365 days a year. All you need to do is call (510) 235-KKMI. Talk about full service... it sure is nice to know there's a yard out there that's really tuned into the boat owner's needs.

★ ★ ★

**FLOUNDER FAN MAIL:** The next time you're sitting in the lobby at KKMI you should take a look at their "Letters To The Editor" book... I did. Inside you'll find letters such as this... "It is obvious you have plenty of big customers at the KKMI yard: *Sayonara*, the record setting *Explorer* and several other high end racing projects. I appreciate that you gave our boat the same attention to detail that I am sure your larger customers demand. I also appreciate that you went out of your way to ensure that everything was put right on our boat even in our absence." Nice stuff to read... and it's no wonder that it is comments like these that have made this yard THE place to take your boat for great service at fair prices.



# STEVE FOSSETT'S *PLAYSTATION* —

hooked up with Pete Melvin, four years his junior, in 1992. Pete's background in aerospace engineering and Olympic-level sailboat racing perfectly complemented Morrelli's design skills, and the duo have emerged as one of the most prominent multihull design firms in the world — ironically, they are probably better known in Europe than this country. Located in Newport Beach, they employ five people, and have cranked out 40-some sail and power multihull designs since joining forces.

"*PlayStation* was a dream project," said Pete. "Steve's request was beautiful in its simplicity — to build him the fastest boat possible for crewed, nonstop, round-the-world racing. We originally looked into concepts for a larger boat, but scaled back a bit to keep within the budget. We also weren't convinced that bigger was necessarily faster, and it certainly would be harder to manage."

After taking into account the possible weather conditions and other demands of round-the-world yacht racing, Morrelli and Melvin juggled literally hundreds of variables — length, weight, hull shapes, etc. — through their catamaran Velocity

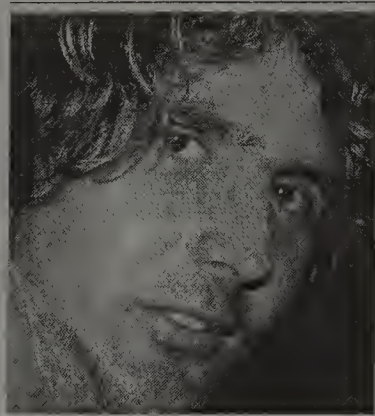
Prediction Program before settling on the basic parameters of the boat. Once the preliminary drawings were accepted, Cookson Boats was hired to build the boat, and Rhode Islander Peter Wilson, veteran of several America's Cup campaigns, was brought in as project manager.

A company called High Modulus New Zealand provided structural engineering and construction specifications for the hull, cross beams and rudders. Working closely with the designers, builder and Mill Valley finite element analyst Kurt Jordan, the team tried to predict the stresses and strains on various parts of the boat, using computer models to eliminate structural 'hot spots' and reduce weight wherever possible.

"It was a huge engineering feat," noted Melvin. "There have been some monster aluminum cruising multihulls built, but this is the biggest racing multihull ever attempted. We're definitely in new territory here."

## The Crew

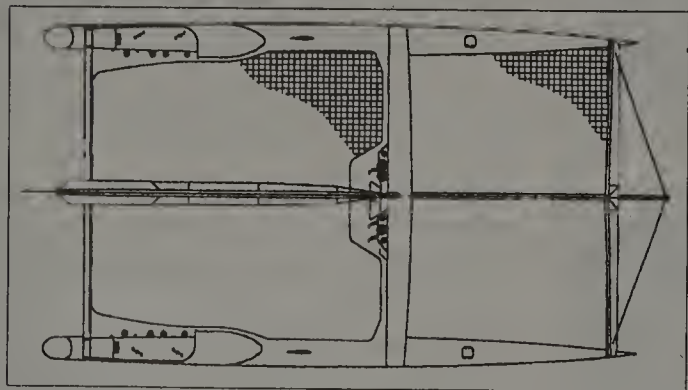
Steve Fossett, a 54-year-old Chicago-based millionaire, is one of the leading



Brian Thompson.

adventurers in the world today. His passion for endurance challenges and setting records has brought him worldwide fame, most recently in the long distance ballooning arena. A keen sportsman, Steve has also swum the English Channel, competed in the Iron Man and other triathalons, climbed the highest peaks on six of the seven continents (Everest has eluded him twice), done the 1,165-mile Iditarod dog sled race, driven in the Le Mans and Daytona 24-hour sports-car races, and much more.

With his two other boats — the 60-foot ocean trimaran *Lakota* (currently in Florida getting ready for the Pineapple Cup)





# MEET THE NEW BOSS

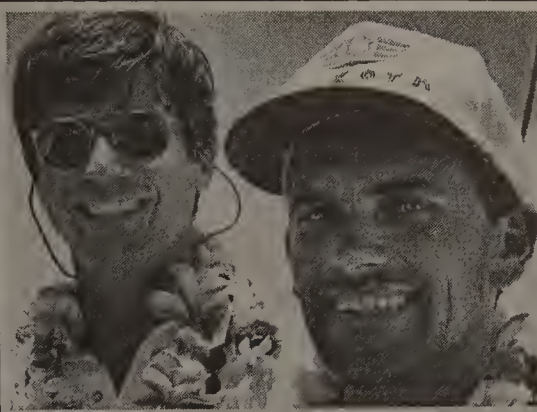
COURTESY PLAYSTATION



Mark Callahan.



Ben Wright.



Gino Morrelli (left) and Pete Melvin.

*PlayStation* will waste no time assaulting the world's best-known sailing records. Her first mission will be an attempt at breaking Laurent Bourgnon's 540-mile 24 hour record, set on *Primigaz* in the Atlantic in 1994. To beat that milestone, *PlayStation* will have to average over 22.5 knots — not a problem if they

and the 60-foot soft rig catamaran *Stars & Stripes* (in storage near Detroit) — Fossett has set dozens of sailing records, most of them in the Pacific and along the West Coast. *PlayStation*, however, promises to be Steve's biggest adventure yet.

Fossett employs three fulltime professional sailors to maintain his growing fleet, and they will all crew on the new boat. Brian Thompson of Great Britain, and Ben Wright of Australia have been with Steve since 1993 and 1994, respectively, and have been along for all the world and race course records on the two previous boats. This duo, both in their mid-30s, will serve as the watch captains

on *PlayStation*. A third professional crew, 27-year-old Mark Callahan of Australia, was hired last summer as Fossett's fleet expanded. One of Mark's claims to fame was sailing on the ill-fated *oneAustralia* in the '95 America's Cup Trials.

Two Bay Area 'amateurs' (pros with day jobs would be a better description) are also signed up, Peter Hogg and Stan Honey. Hogg, a veteran Kiwi multihuller from Mill Valley, has been associated with Fossett's projects steadily since misplacing his own boat, the Antrim 40 *Aotea*, in the '95 Doublehanded Farallones Race. The Palo Alto-based Honey, a versatile sailor normally found at the nav table on *Pye-wacket*, is one of the West Coast's most sought-after navigators. He currently holds every course record to Hawaii (single, double, crewed) except the multihull one. This talented duo will provide *PlayStation* with a strong link to the Bay Area, and we look forward to getting first-hand reports from them as the new boat roams around the world smashing records.

The boat will race with seven or eight crew, but no commitment has been made to anyone for the final spots. Melvin and Morrelli, both accomplished offshore multihull sailors, will likely account for one spot between them, 'platooning' through with an eye towards ongoing design development. Fossett has never been particularly keen on hiring big-name, big-ego rockstars, and will probably just round out his crew with veterans of his previous projects.

One thing's for sure — the *PlayStation* gang will be splendidly dressed in matching Musto outfits. That English company has signed on as a secondary sponsor, providing foul weather gear and other 'technical clothing' to the project.

## The Challenges

As soon as the sea trials are concluded,

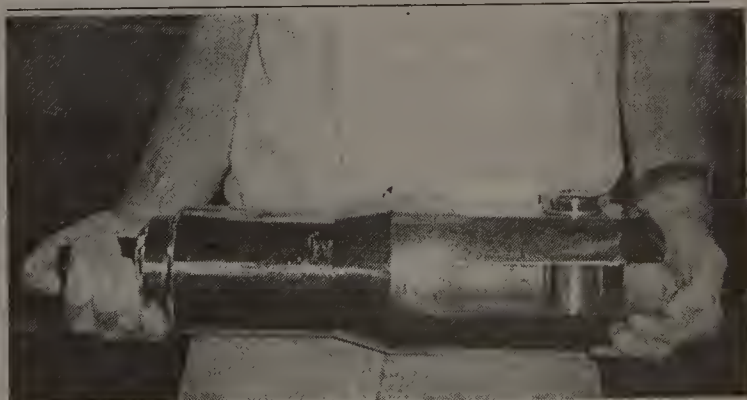
can attach themselves to a weather front and ride it north from New Zealand towards Indonesia. Another 'shakedown cruise' may involve circumnavigating New Zealand, a record that is ripe for plucking mainly because the course is so punishing and remote that few boats have seriously attempted it.

In March, the boat will be shipped to Philadelphia on the deck of a container ship. Basing out of Newport, RI, *PlayStation* will ply the waters between the East Coast and Europe, hoping to break both TransAtlantic records before the summer of '99 is over. The time to beat going over is 6 days, 13 hours, 3 minutes, set in 1990 by the 75-foot cat *Jet Services V* (now *Explorer*). The return trip record, set by the 60-foot cat *Fleury Michon IX* in 1988, is a 'soft' 10 days, 9 hours, 15 minutes. A side excursion to the Fastnet Race, which will be well-attended as the 20th anniversary of the tragic '79 edition, is a possibility, if only as an exhibition run. Other 'field trips' may include the Newport-Bermuda Race and around Ireland and/or Britian record attempts.

By December 1999, it will be time to do some *real* sailing — a Trophée Jules Verne 'round the world' attempt. *PlayStation* will leave France sometime between December and February, basically when-

Moments before splashdown, 'PlayStation' dangles above Auckland Harbor. Her graphics were taped over here, but we've heard the name appears no less than 15 times in various locations. Inset, a masthead view.

TOM ZINN



There is nothing modest — or small — about 'PlayStation', including these turnbuckles.

ever Bob Rice — or whichever other meteorologist they are working with by then — gives them the green light. When the

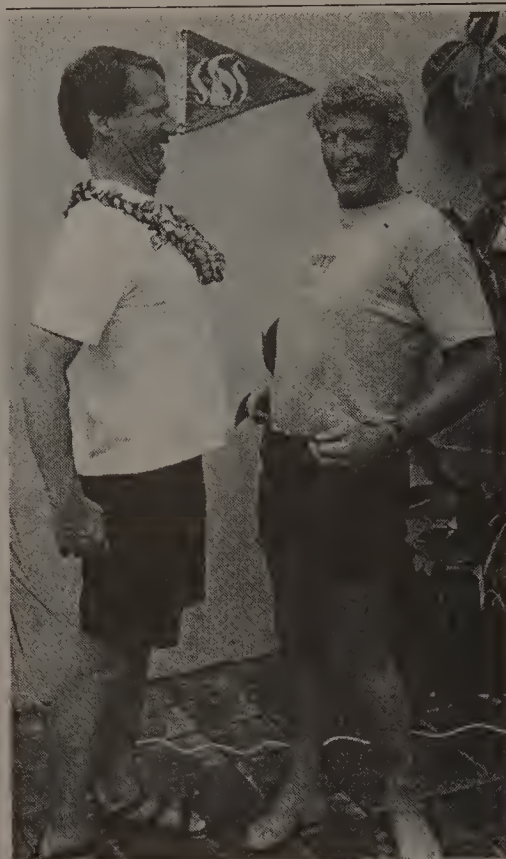


# STEVE FOSSETT'S PLAYSTATION

90-foot trimaran *Sport-Elec* set the current record of 71 days, 14 hours, 18 minutes, they left even later in the year, on March 8, 1997.

The Jules Verne dash will be the dress rehearsal for the boat's *raison d'être* — The Race, an historic, no-rules race around the world for unlimited sailing vessels. Starting from a still to-be-determined port (Barcelona, Monaco or Marseilles) on December 31, 2000 — the true millennium — that epic showdown is expected to draw about a dozen of the world's sailing behemoths. *PlayStation* will have two years and many record-breaking runs under her transoms by then, and will have to be considered one of the favorites. Even the normally reserved Fossett has gone on record for that one, claiming, "We are not planning to come in second."

Currently, 16 challengers have registered for The Race, among them American Cam Lewis. Nine others have "expressed interest," including Fossett, who hasn't been in any hurry to put up the entry fee. Among those currently signed up are three French sailors (Loick Peyron,



Local lads make good — Stan Honey (left) and Peter Hogg were pumped up to make the 'PlayStation' varsity team.

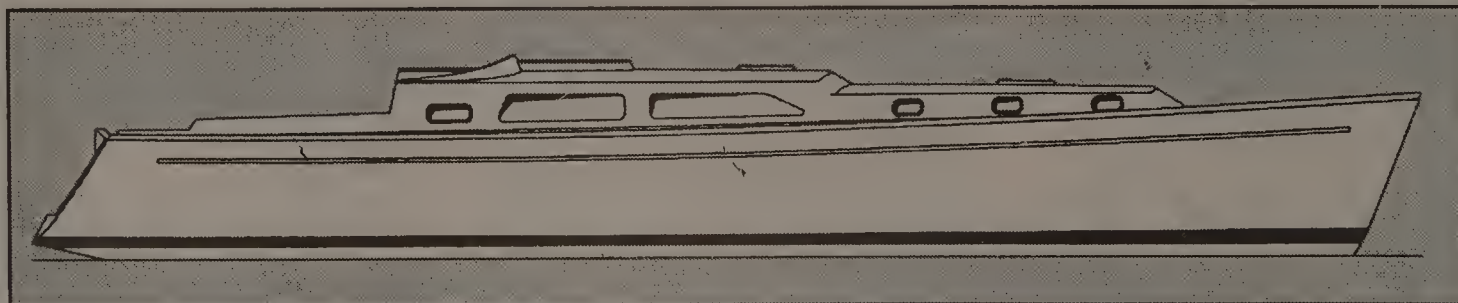
Lionel Péan, and Florence Arthaud), two Kiwis (Ross Field and Grant Dalton) and four Brits (Pete Goss, Lawrie Smith, Tracy Edwards, and Tony Bullimore), but it's hard to say this early who is 'real' and who is just making noise. As event sponsor Disneyland Paris firms up more details about The Race — things like prize money and the publicity aspects of the event — the true field will come into focus.

Check out [www.therace.org](http://www.therace.org) for updates on The Race, as well as more pictures of *PlayStation*.

We'll bring you the 'breaking news' each month as *PlayStation* inevitably obliterates every sailing record she pursues. "Failure is not an option," to borrow a line from *Apollo 13*, and we see no barriers between this boat and sailing greatness. She's got all the 'right stuff' — the right owner and crew, right designer and builder, right sponsor — to become, quite possibly, the most legendary multi-hull of our lifetime.

— latitude/rkm

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"Take it from someone whose favorite TV program is anything on *The Weather Channel*:

Steve and Linda Dashew's *Mariner's Weather Handbook* is the real deal. This big, fully illustrated volume is well written,

clear and concise, and eminently informative." Herb McCormick, Executive Editor, *Cruising World*

"*Mariner's Weather Handbook* is head and shoulders

above anything else I have read on the subject. Take the time to read and digest it before setting sail. Afterwards, do not leave the dock without it." Lee Chesneau, Senior Forecaster, National Weather Service Marine Prediction Center

"This terrific new book includes modern and traditional techniques to help the average sailor predict weather and assess potential weather-related risks. The Dashews tell how to interpret clouds, wind direction, weather maps, and met broadcasts in order to make the right cruising and racing tactical decisions. Their examples from both the Northern and Southern Hemispheres provide plenty of concrete practical tips." John Rousmaniere author of *The Annapolis Book of Seamanship* and *Fastnet Force 10*

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We've even created a special website dedicated just to sailors ([www.setsail.com](http://www.setsail.com)) that quickly links you to all the best weather sites and allows you to sample all of the Dashews' informative books and videos on-line. Now you can check out sample chapters, reviews and table of contents before you buy - plus get web-only special offers and discounts by ordering on-line.

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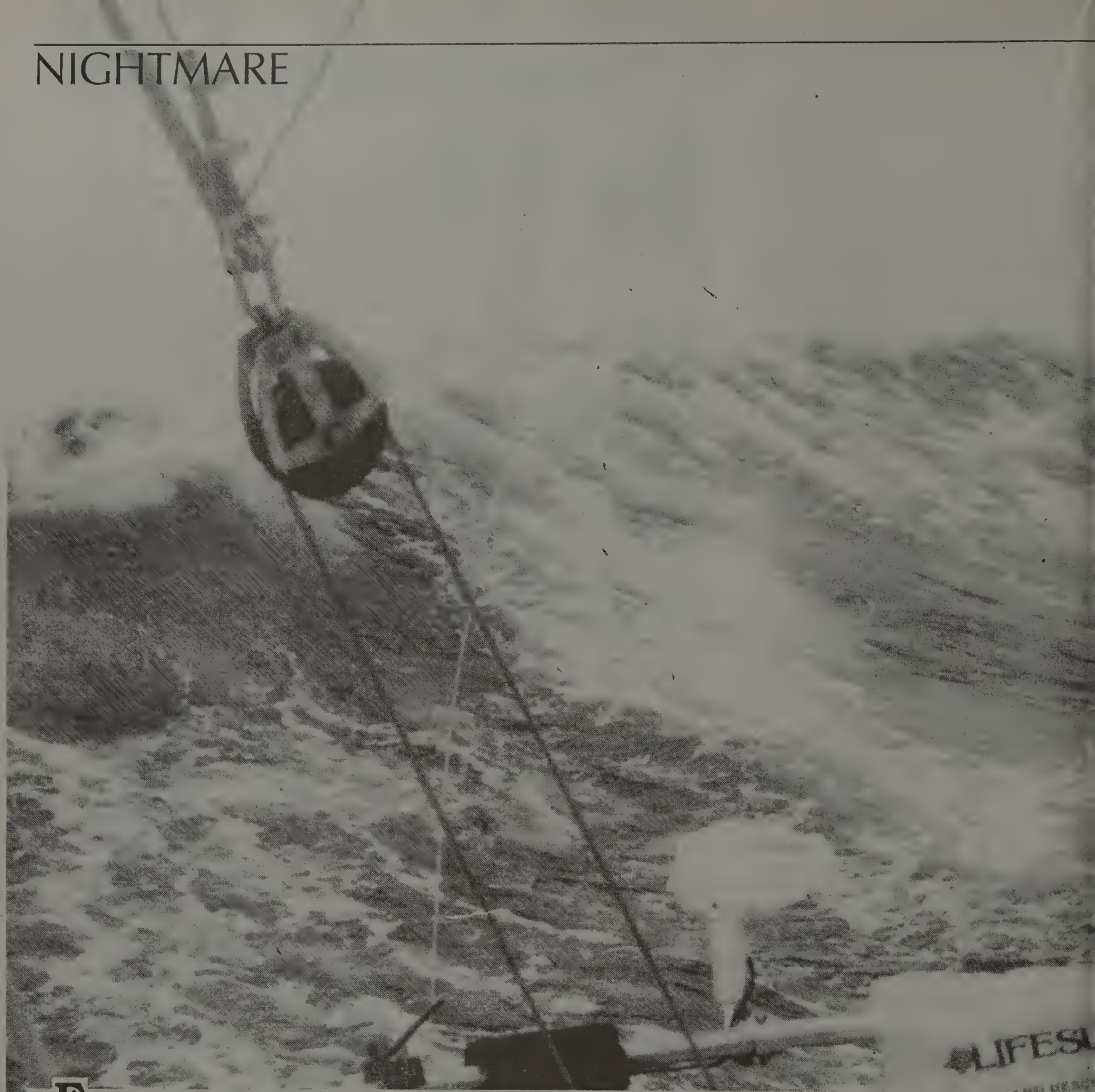
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# NIGHTMARE



**F**our cruisers lost their lives, at least four cruising boats were lost or destroyed, and a number of other vessels were significantly damaged during periods of ferocious weather off New Zealand between November 10 and November 30. The weather was caused by a series of low pressure systems which had been forecast several days in advance. Nobody anticipated how severe they would be, however. The last low featured 70-knot winds and 30-foot breaking seas.

Two of the victims were part of a mostly West Coast-based group of cruisers on the South Pacific 'Milk Run', the members of which annually migrate to New Zealand

in November to avoid the South Pacific tropical cyclone season. The other two victims were aboard a Kiwi boat returning from a cruise to Australia.

There are a number of similarities in the victims in the South Pacific group. Both were middle-aged women who were half the crew of boats being doublehanded down from Tonga. Both were aboard boats that suffered steering and engine problems, which may have contributed to their being exposed to severe weather they otherwise might have missed. At the time of the tragedies, both women were in weakened physical condition. Finally, after more than 1,000-mile passages, both

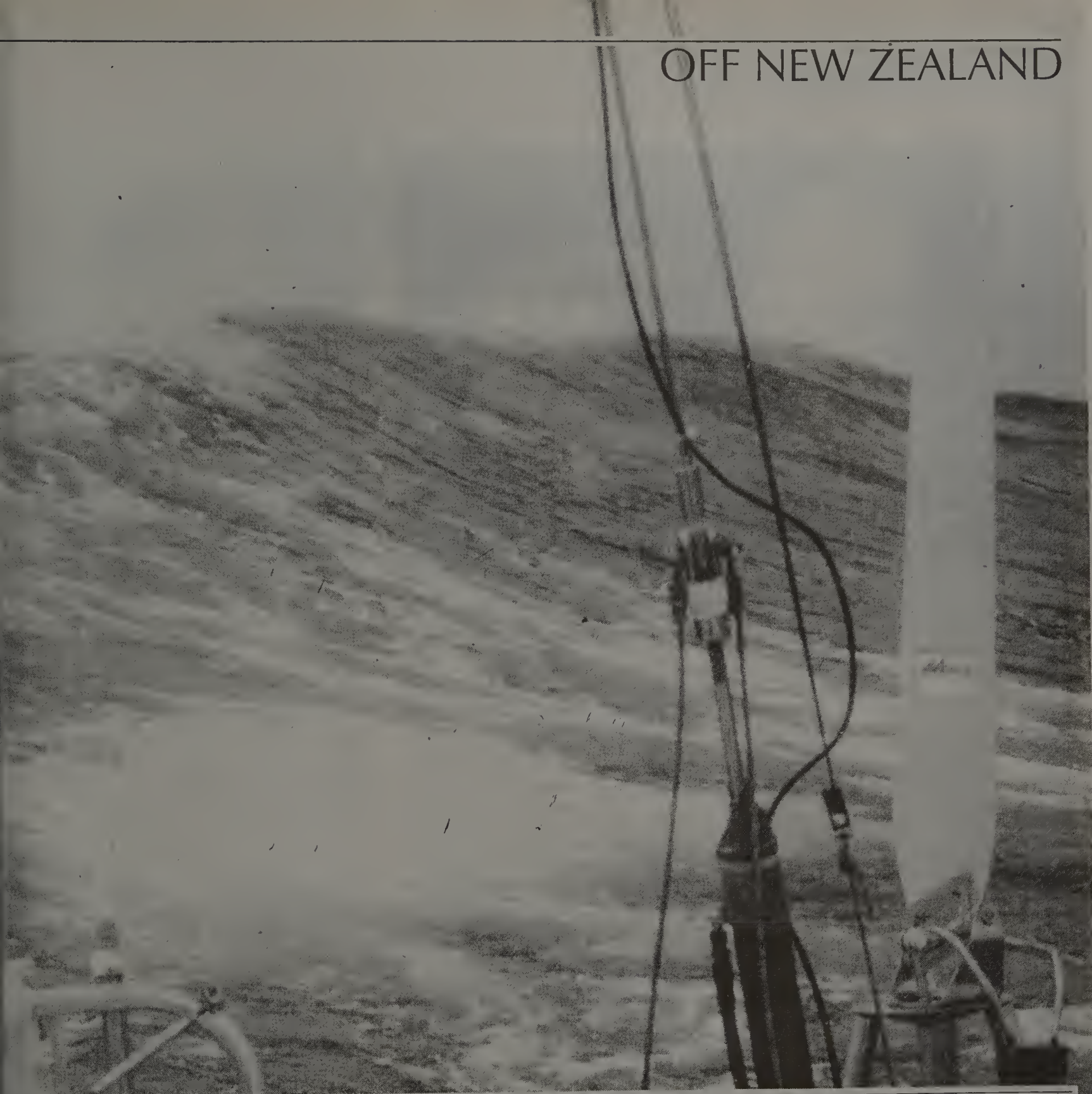
women died just before dawn and only miles from their destination.

The first of the two female victims was Anita Dean, 52, of Hull, England, who had been cruising with her husband, Roger, 53. Anita drowned in the early morning hours of November 17 after being swept from the cockpit of the couple's 52-foot ketch *Woody Goose*. At the time, huge surf was driving the boat ashore on Great Exhibition Beach on the northeast tip of New Zealand.

The couple was totally exhausted from four days of battling gale conditions and steering problems, and had anchored several miles off the lee shore in a desperate



# OFF NEW ZEALAND



attempt to catch just an hour's rest. The anchor quickly dragged, however, and familiar engine and steering problems combined to make it impossible for them to keep the boat off the shore. Despite the darkness and 10-foot surf, Roger somehow managed to swim to shore. Anita, his sweetheart from childhood and wife of 29 years, disappeared.

Twelve days later, in the predawn darkness of November 29, and in even more severe weather, Julie-Ann Black, 42, of San Carlos, California, was somehow lost on, near, or from Michael Fritz's San Diego-based Tayana 37 *Salacia*. Ironically, the tragedy may have been caused in part

***Fred Roswold and Judy Jensens's Serendipity 43 'Wings' sneaks by a breaking wave on the way to New Zealand. Conditions got much worse.***

by the fact that *Salacia* didn't have a functioning radio that would have enabled them to rescind the Mayday that had come from the vessel 18 hours before. In such severe weather conditions, it's not uncommon for boat's radios — or entire electrical systems — to fail.

Some cruisers in New Zealand have understood Fritz to claim that he never sent a Mayday. Whether he means that he personally didn't send it or that Black had sent it without his knowledge, is a source of ongoing confusion. If Fritz

wasn't aware that a Mayday had been sent from his boat, he was about the only cruiser in the vicinity of the Bay of Islands that didn't.

In any event, Fritz has told cruisers in New Zealand that *Salacia* was just a few miles from shelter when the container ship *Direct Kookaburra* — which had been diverted and searched for *Salacia* for six hours — unexpectedly pulled alongside in a rescue attempt. Fritz contends that he and Black didn't need to be rescued until a collision between the two vessels in mountainous seas destroyed the sailboat's rig.

Fritz reportedly then put Black, sup-



# NIGHTMARE



FRED ROSWOLD

posedly wearing both a survival suit and a PFD, into one of the life-rings lowered from the ship. After seeing that she was ready to be lifted, he went forward in the incredible chaos to grab a second life-ring for himself. Between the darkness, the 30-foot seas, and the boat and ship colliding, he ended up in the water. Miraculously, he was able to find another life-ring, which allowed himself to be pulled 30 feet up the side of the ship, bouncing off the hull as he went.

Once aboard, the French captain and crew told him that Black's life-ring had come up without her. Fritz, who reported Black had been first stage hypothermic and panicky, says he doesn't know what happened to her. It's been theorized that in her weakened condition, she might have fallen or been knocked out of the life-ring, or may have even deliberately gotten out of the ring to stay with the boat. Given the terrible conditions, it's unlikely that anybody will really ever know.

In any event, *Direct Kookaburra* battled the conditions to come around for another pass — but *Salacia* was nowhere to be seen. It's almost certain that the *Tayana 37* had gone to the bottom as a result of being holed or crushed by the ship. Despite air and sea searches starting shortly there-

***Bob Ely and Carol Noel of 'Elyxir' were part of the group that sailed from Fiji. It was the worst weather he's experienced in 78,000 miles.***

after, no trace of Black was found. Very small pieces of debris believed to have come from *Salacia*, however, and the life-ring thrown to Black were reportedly found floating on the surface.

In a third incident, two men were lost during the night of November 20 while crewing aboard a boat returning to New Zealand from Australia. David Anderson of Whangaparaoa, New Zealand, and Mark Mart, of Queensland, Australia, disappeared from the 41-foot Kiwi ketch *Janamarie II* after she rolled 360° and was dismasted. One of the two was reportedly sucked out of a broken pilothouse win-

dow, while the other was lost when the section of boat his harness was tethered to broke away. Although badly injured, the boat's owners, Richard and Jan Lay of New Zealand, managed to hang on and were later rescued by a helicopter from the U.S. Navy vessel *Shiloh*. Richard says the only reason they survived was his wife's refusal to give up.

There was also one West Coast family who perhaps cheated death. On November 28, the Burmans — Bruce, 45, Marianne, 43, and Heath, 13 — aboard *Freya*, a Bellingham, Washington-based Explorer 45, were saved after they'd been rolled five times, dismasted, lost their sea anchor, and had their liferaft blown away. Their saviors were the incredibly courageous volunteer crew aboard a Northland Electricity Sikorsky S76 helicopter. *Freya* is presumed to have sunk almost immediately after their rescue.

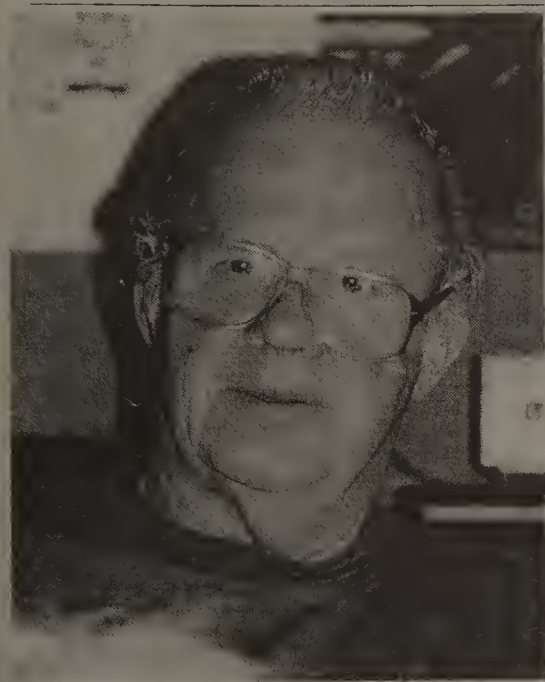
In addition, many of the perhaps 100 boats that made the crossing from the South Pacific to New Zealand in November suffered some kind of significant damage. The English sailboat *Energetic*, for example, was also dismasted on the way down from Vanuatu. Motor surfing down the face of enormous seas, she was able to find shelter at Lord Howe Island.

In the midst of all this, the United Nations' weather agency predicted that the La Niña weather pattern — a cooling of the Pacific Ocean and therefore the opposite of an El Niño — might cause freak weather conditions in northeast Australia.

***'Woody Goose' went up on Great Exhibition Bay after Roger and Anita Dean battled gale conditions and steering problems for four long days.***







CAROL NOEL

The face behind the voice of Russell Radio, Des Renner. He's one of several who give cruisers weather advice on the way to New Zealand.

lia, the southwestern Pacific Islands, and possibly New Zealand.

Of the world's major ocean sailing routes, a number are known for being difficult or even dangerous. These would include crossing the Bay of Biscay, offshore in the Pacific Northwest, from Panama to Aruba, in the gulfs of Tehuantepec and Papagayo, up the Red Sea, across the Tasman Sea, along the east coast of South Africa — and between the South Pacific and New Zealand.

While the east coast of South Africa is perhaps the single most dangerous area because of the fearsome seas, at least

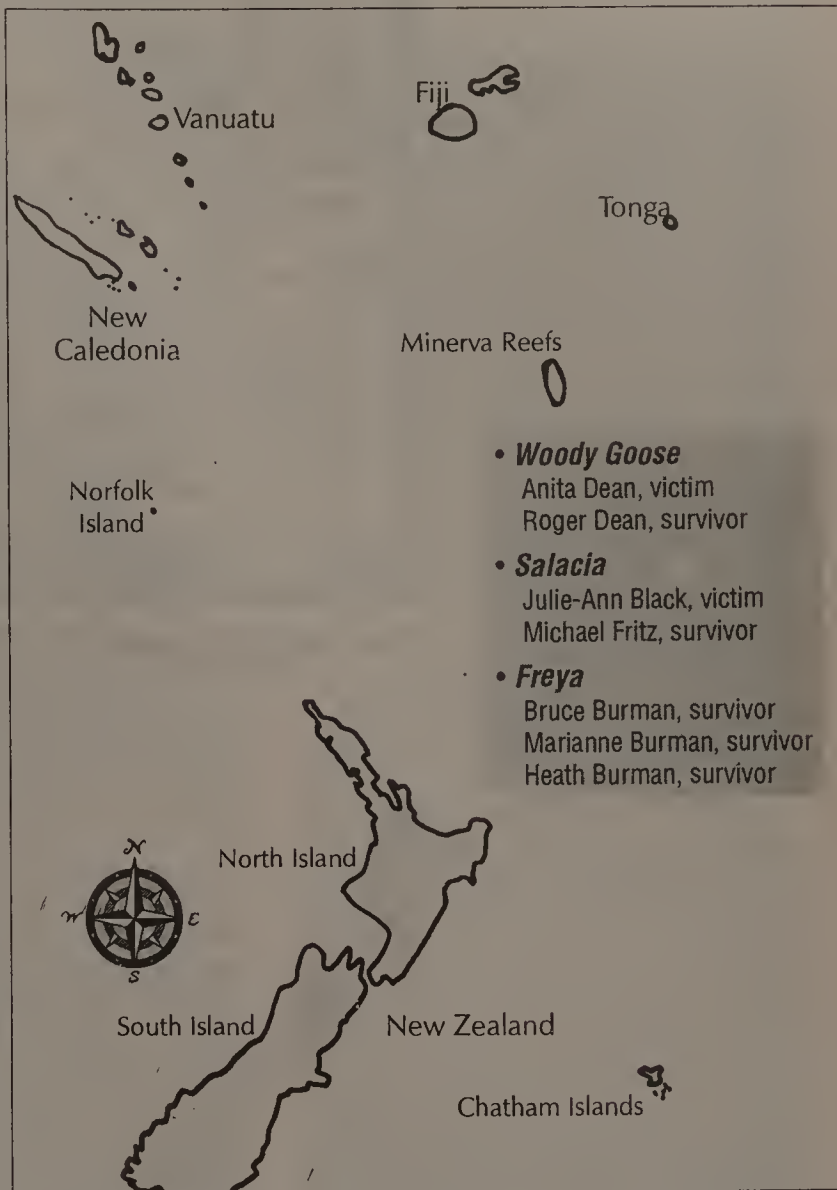
ports of refuge aren't too far apart. What makes the passage between the South Pacific and New Zealand so dangerous is not the frequency of horrific weather — which we're classifying as including breaking seas of over 25 feet — but the fact that there's nowhere along the more than 1,000-mile course to hide if such weather does come up.

Cruisers were made aware of just how dangerous the passage between New Zealand and the South Pacific can be in late May of '94 during the Queen's Birthday Storm. A large group of cruising boats had taken off from Auckland at the start of the summer cruising season in the tropics when they were hit by an enduring storm with 80 knot winds and seas estimated as high as 40 feet. Three lives and eight sailboats were lost. Since then, few people have underestimated the dangers of crossings between the South Pacific and New Zealand.

Andy and Jill Rothman of the Tiburon-based J/44 *First Light*, who had enjoyed six months of excellent cruising in Fiji, describe the situation that everyone who wants to sail from the South Pacific to New Zealand faces:

"Conventional wisdom has it that the best weather window for the passage from the South Pacific tropical islands to subtropical New Zealand is early to mid-November, the southern hemisphere spring. In theory, it's late enough in the season to miss the winter gales that sweep across the Tasman Sea, and early enough to miss the tropical cyclone season in the South Pacific. However, those who've made the run say that it's always a crapshoot, and that you must expect at least some rough weather."

Carol Noel and Bob Ely of the Seattle-



- **Woody Goose**  
Anita Dean, victim  
Roger Dean, survivor
- **Salacia**  
Julie-Ann Black, victim  
Michael Fritz, survivor
- **Freya**  
Bruce Burman, survivor  
Marianne Burman, survivor  
Heath Burman, survivor

based Westsail 43 *Elyxir*, who would be part of the same Fiji to New Zealand group as *First Light*, explain how they approached the 1,050-mile crossing:

"Although many old hands prefer to make the trip between the South Pacific and New Zealand in December when the spastic spring weather has mellowed and summer is more in bloom, November is normally a good month. However, with the advent of a strong La Niña year — suggesting early and extra powerful cyclones in the South Pacific and increased activity in the South Pacific Convergence Zone — we decided to look for a weather window in early November. Therefore we watched the traditional indicators: cycles of lows and highs crossing the Tasman Sea from Australia to New Zealand, the intensity of highs, and latitudes of frontal pressures. We also listened to yachts reporting in to Des of Russell Radio to try to identify any weather trends, and talked to experts such as John Anderson on Norfolk Island and Bob McDavitt of New Zealand MetService.



ANDY ROTHMAN



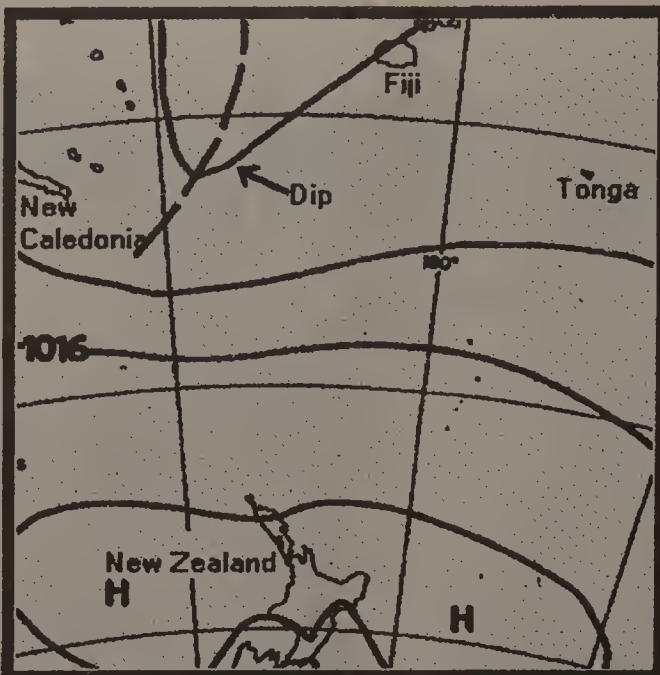
# NIGHTMARE

"What we noticed was that highs and lows seemed to be rolling along in their usual winter weekly cycle. So we decided on a strategy of leaving Fiji on a high in order to catch the front preceding the next high north of 30°S — where fronts tend to pack less punch. Then we'd travel as fast as we could on the next high hoping to make New Zealand before getting caught by the next front. If this required motoring through the high, we weren't going to hesitate, because the longer you're out there, the greater your chances of being caught when the shit hits the fan.

"The one condition we knew we had to avoid was getting caught between a high and an approaching low — especially a low coming down from the north.

"With all the long range predictions calling for light southeasterlies and eastsoutheasterlies, we departed Suva on November 7 with three other boats: *Wings*, the *Serendipity 43* from Seattle with Fred Roswold and Judy Jensen; *Argonauta* from New Zealand; *First Light* with Andy and Jill Rothman from Tiburon; and *Scoots* from the Bahamas. In the preceding days, four other boats had left Fiji for New Zealand: *Woody Goose* with Roger and Anita from England, *Pelagic II*

*'Wings' at anchor in a very protected cove in the Bay of Islands during the last — and worst — of the storms.*



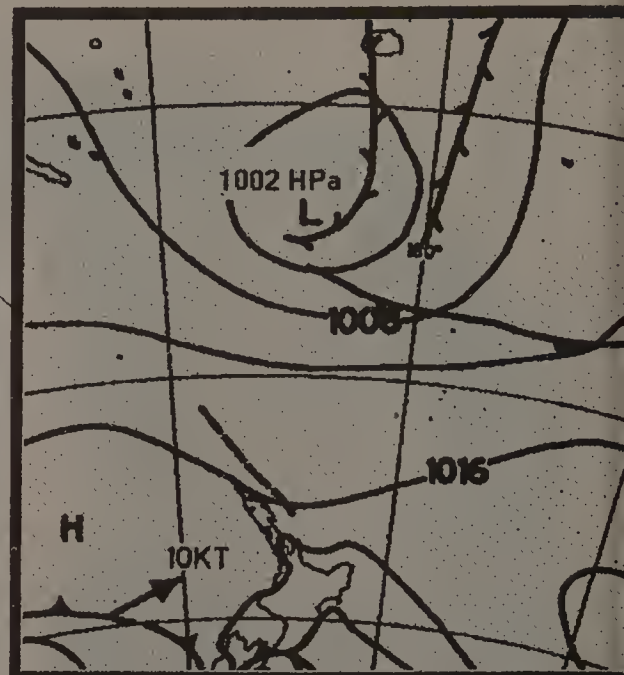
Thursday November 12 - 0000 Hrs NZST

from Everett, Washington; *Caledonia* from Port Townsend; and *Aka* from Hawaii. Our group of eight kept in contact twice a day on SSB to compare weather conditions and other information."

On or about the same day, a fleet of about 11 yachts left Tonga for New Zealand, which is also about a 1,000-mile passage. Among these vessels were *Go West*, an Island Packet 38 with Jim and Helen Boswell of Mill Valley; *Annapurna*, a Hans Christian 48 with Buddy and Ruth Ellison of Sausalito; *Aquahabi*, a 45-foot steel boat with Bruce and Pam of Washington; *Max Grody II*, a Tayana 55 with Peter and his family; and *Salacia*, Mike Fritz's Tayana 37 from San Diego with Julie-Ann Black. Other boats included three boats in the 28 to 33-foot range known as 'the three m's' — *Mangoe*, *Megot*, and *Manina*.

"Not everybody in our group of eight from Fiji," resumes Noel, "sailed the same course. Some headed for a waypoint northwest of the Bay of Islands, a strategy that is recommend in Jimmy Cornell's book and by others. It proved to be a very successful tactic last year when, because of El Niño, westerlies were more prevalent. But we felt this year's strong La Niña indicated a more easterly flow, so we chose to sail a rhumbline course toward the Bay of Islands until about 29°S. At that point we'd reassess our course with regard to the weather. We were fortunate, as our plan left us in a good position when the bad weather hit.

"On November 11, about four days into our passage, we noticed a small dip in the isobar just to the north of us. The next day — we were at 28°S178°E by this time — there was a pronounced dip and a weak



Friday November 13 - 0000 Hrs NZST

trough running through it. Twelve hours later, Taupo Radio was calling it a "tropical disturbance" and reporting clockwise winds of 25 knots within 260 miles of the center in the southern semi-circle. We weren't particularly alarmed as far as cyclone development was concerned, as this thing was too far south and, we hoped at least, the water too cold to fuel it.

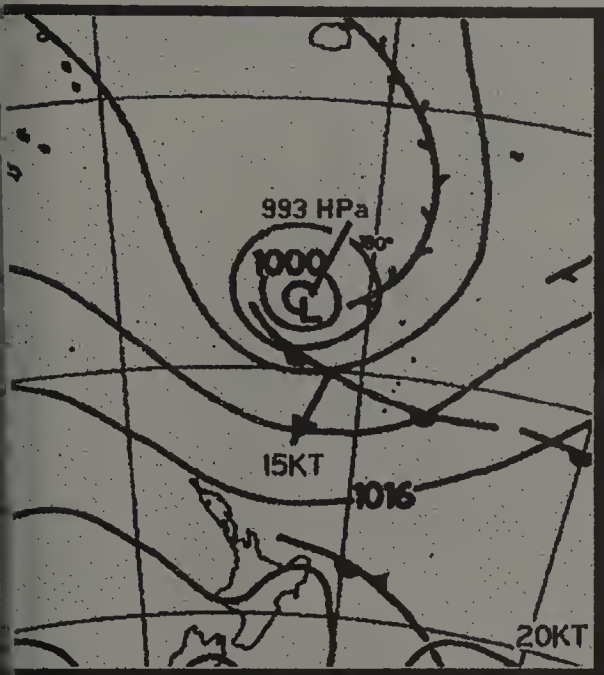
"By November 14, however, we were in a 'nowhere to run, nowhere to hide' situation. By this time the weather was no longer being called a tropical disturbance, but rather a "deepening low" at about 27°S179°E — and it was stalled against a high pressure system over New Zealand. This is exactly the situation we'd hoped to avoid, as it left us in the 'squash zone' — which is where the compressed isobars increase the gradient between the high and the low. In other words, we were in the middle of a wide band of southeasterly gale force winds that stretched from the center of the low all the way down to New Zealand. The accompanying four weather fax segments show how rapidly the situation developed.

"For the boats ahead of us who had continued on to their waypoints well to the northwest of the Bay of Islands, it was bad news. They'd eventually have to tack back towards the east — right into gale force winds and 20 to 30 foot seas. As for us, we knew we had a good strong boat that could take it, and we didn't want to lose the easting we'd managed to save. With the weather not expected to get any worse, we decided we'd continue to slog it out for two or three more days. If it did get worse, we'd heave to.

"While the weather didn't get any worse — and it certainly wasn't as bad as the weather of the second low that would later catch *Salacia* and *Freya* — it was not



# OFF NEW ZEALAND



## Friday November 13 - 1200 Hrs NZST

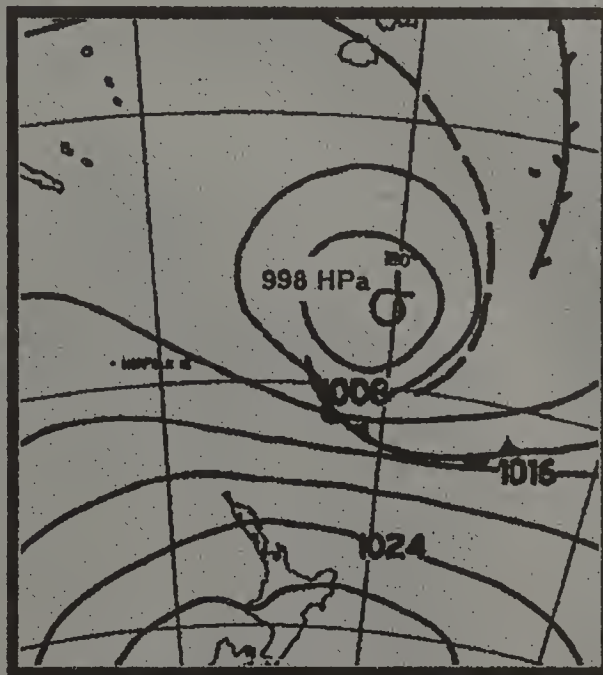
pleasant. Our heavy Westsail 43 flew off the waves and landed with bone-jarring shudders. And with spray and boarding seas, she seemed more like a submarine than a sailboat. Soon we discovered leaks that we didn't know existed. The galley lockers, for instance, had inches of water slopping around, the bilge had to be pumped hourly because of a leaking bobstay fitting, and all the hatch gaskets had to be stuffed with dirty clothes.

"Even going to the head required a major feat of strength, balance, and determination. And geysers of seawater — laced with nasty black bits from the water hoses — shot up from the sink drain whenever we pounded in a certain way. I know we should have closed the seacock, but in conditions like that you tend to do only what needs to be done to conserve your strength. As for cleaning up — out of the question!

"Bob, having sailed 78,000 ocean miles, including a singlehanded circumnavigation and cruising with me from Kodiak to the Patagonian Channels of Chile, had never encountered such bad weather before."

The Rothmans found themselves in the same situation. "Our plan had been to sail close hauled and make the rhumbline," says Andy, "as we didn't want to have to tack to make the Bay of Islands. When the wind continued to blow at 40 knots, creating breaking 25-foot seas, we deliberately slowed our boat down for comfort and safety. As a result, after more than eight days we only beat the Westsail by nine hours. Had the conditions gotten any worse, we would have run with it."

Perhaps the slowest boat in this Fiji to New Zealand group was the Deans' 54-foot Woody Goose. The lovely cold molded



## Saturday November 14 - 1200 Hrs NZST

ketch had left Fiji two days earlier than *First Light* but didn't arrive in New Zealand waters until two days later. The ketch wasn't at sea for 12 days because she was inherently slow, but rather because she had problems.

Woody Goose suffered from reoccurring linkage problems that affected her steering. During the early part of the passage when it was still calm, the Hawaii-based Aka had apparently come along-side and fabricated some parts to try to keep the system functional. The make-shift parts reportedly enabled the system to work for a while in lighter weather, but not in the heavy stuff. During the last four days of their passage, during which time the Deans experienced nothing but gale conditions, Woody Goose's steering repeatedly failed, requiring Roger to devote much time and energy trying to make repairs under dreadful circumstances.

Woody Goose had other problems, too. As a result of bad fuel or clogged filters, the Deans couldn't rely on their engine, and were apparently unable to effectively motor when it would have been most advantageous. The autopilot didn't work either, so when the steering system was functional, either Roger or Anita would have to hand-steer. The rudder was suspect, too, as they'd bashed it on a reef in the South Pacific. One of their reasons for heading toward Whangarei was to get the rudder fixed or replaced.

Anita wasn't in perfect health herself. Indeed, the reason the Deans were sailing around the world was because she had been diagnosed with multiple sclerosis. The two wanted to share the experience while she was healthy enough to enjoy it. We don't know to what extent, if any, Anita was incapacitated by the disease.

Twelve long days after departing Fiji,

Woody Goose closed on the New Zealand coast at night. She hadn't been able to lay Whangarei or the Bay of Islands, and was indeed almost all the way up to the North Cape where almost everything is a lee shore. It was unthinkable for the exhausted couple to tack back into the gale, so they almost had no choice but to try to anchor several miles offshore. They hoped it would give them a chance to catch a short rest and perhaps a break in the weather.

This move would be akin to anchoring several miles off Ocean Beach at night in a westerly gale with large seas running. It might not be something you'd want to do, but in a certain set of circumstances it might be your best or only hope. Despite the conditions,

Roger was confident they'd be all right.

Tragically, the anchor dragged and the boat rapidly approached the surfline. Someone ashore spotted their distress flares at 0500 and called the police. Roger desperately tried the engine, but it wouldn't start. When he hoisted the main, the boat rotated on her axis, but didn't answer the helm.

As a result, Woody Goose was driven onto the beach in the predawn darkness by relentless 10-foot seas. Roger managed to swim ashore, but Anita disappeared. Locals, who arrived a short time later, had seen other boats blown ashore in similar conditions, and seemed to know just where to look for the missing Anita. Her body was found 800 meters north of where the ketch had gone aground.

Senior Constable Shane Godient found

*Weather is a crapshoot. Jim and Hellen Boswell of 'Go West' snuck between the two lows and had their best ocean crossing to date.*





# NIGHTMARE

Roger devastated by the loss of the woman he'd loved for most of his life, and took a personal interest in protecting him from outsiders. After hearing of the tragedy, many cruisers travelled up from the Bay of Islands to console Roger and help him salvage valuables from the boat. As for *Woody Goose*, her keel had broken off after coming ashore, and she was destroyed after a long crack was discovered in her hull.

Anita was buried after a memorial service in the nearby town of Houhora. Her son was in attendance. Later there was a wake at the constable's house, with many cruisers participating. A *tapu* has been placed at the site where Anita died.

While the Fiji group was battling the winds and seas of the first low and eventually making it to their New Zealand destinations, most of the Tonga group stopped at Minerva Reef, 825 miles from New Zealand. Minerva is an unusual place: a partially submerged reef that forms several lagoons out in the middle of nowhere. Although the reef is mostly awash, it provides decent protection from the seas in all but the highest tides.

So far the trip down from Tonga had been uneventful, and now everyone had a chance to get some rest and check the latest weather. Jim and Hellen Boswell, who arrived at Minerva on Tuesday November 10 aboard their Island Packet 38 *Go West*, didn't like the sound of Bob McDavitt's five-day forecast for the next leg of the passage. It called for a low to form on the 12th and intensify. And that's

*'Elyxir' at anchor between the two big gales. Despite the trouble getting to New Zealand, Bob and Carol think it's well worth it.*

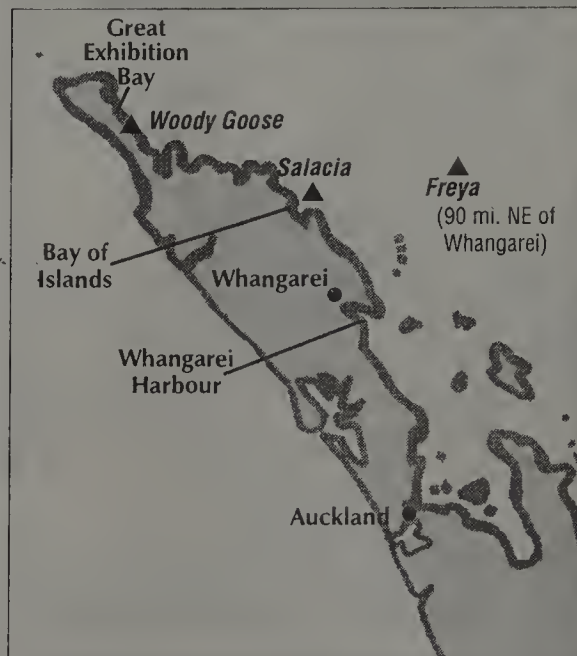
exactly what happened.

"So we stayed put at Minerva, and watched on Friday as the low went south and the weather — particularly the seas — turned nasty. This was the low that hammered *First Light*, *Elyxir*, *Woody Goose*, and the rest of the Fiji to New Zealand fleet. We also got a report from the Florida-based Out-Island 33 *Never Monday*, which was already several hundred miles south of Minerva on their way to New Zealand. They reported they were riding to a sea anchor — which they didn't like at all — in 45 knots of wind and 15-foot breaking seas. So we and most of the other boats stayed put at Minerva for a total of five days.

"When most of the Minerva fleet left for New Zealand, the weather was still very bad on the southern part of the course," continue the Boswells. "But the idea was that the gale would blow itself out by the time we got down there, then we could dash down to New Zealand in relatively mild conditions before the next low formed. This strategy worked out perfectly, as it turned out to be the best crossing we've had to date. Way better than Mexico to the Marquesas, and way better than most of our passages in the South Pacific — although we've now learned that a high in the South Pacific doesn't mean lighter winds, but rather reinforced trades.

"Just about everybody in our group did really well — even the little 'three M's' — because everybody moved along pretty much as fast as they could. The most wind we had was 25 to 30 knots for a short time, which wasn't bad, because we need a lot of wind to move. Best of all, we were able to sail straight for our destination. When the wind did calm down, we immediately fired up the engine and motored as quickly as we could. As a result of averaging 140 miles a day, we and most of the boats in our group were able to sneak down to New Zealand between the low which clobbered the Fiji fleet, and the much stronger second low which caught *Salacia* and *Freya*, two boats at the tail end of our group."

Exactly where *Freya* came into the picture is not clear to us. We do know that the family — Bruce, a contractor, Marianne, a school counselor, and their son — had sailed down the coast of Mexico, across to French Polynesia, then to Tonga, on the early legs of what was to be a four-year cruise. We don't know when they left Tonga and/or Minerva Reef, although it was almost certainly after *Salacia*. In any event, both boats arrived



off New Zealand a day too late to avoid being caught in 60 to 70-knot winds and 30 to 40-foot breaking seas — the kind of weather that can spell tragedy for even the best of boats and crews.

Mike Fritz and *Salacia* sailed from Mexico to French Polynesia in the spring of '98. While in Moorea, he met Julie-Ann Black, who was on vacation. The two hit it off, so Black returned home to sell her car and take care of other business, then rejoined Mike and *Salacia* in Bora Bora. Black was not an experienced ocean sailor.

People who know Fritz describe him as a nice guy, a reasonably good sailor, and typical of scores of folks who cruise on a budget. *Salacia*, was not, for example, equipped with a liferaft or SSB radio. There are conflicting reports about an EPIRB. Some say the boat didn't have one, others say it had one that didn't work. In any event, Fritz never claims to have set one off. Incidentally none of these three items are required by law, and more than a few cruisers don't have them.

Fritz and Black had enough sailing problems in the South Pacific to make Black wonder if the boat didn't like her. They'd gone aground in Moorea, although not too badly. But after heaving to off Tonga, a shift in the wind resulted in



FRED ROSWOLD



ANDY ROTHMAN



*'Woody Goose's' keel came off after washing ashore at Great Exhibition Bay. The lovely hull also cracked.*

*Salacia* going up hard on Hunga Reef, One observer described the incident as "a testament to the strength of the boat, as the hull was deflected so far inward that the cabinetry holding the galley sink was raised two inches." In addition, the rudder was so badly damaged that it had to be repaired or replaced.

When *Salacia* left Tonga, she had one or more engine problems. One of the mounts was broken, which meant it would be risky to motor at high speed or in rough conditions. There was apparently further propulsion problems, for *Salacia* stayed at Minerva long after the rest of the Tonga fleet had departed, apparently concerned about being able to get out the pass while there was still high surf near the entrance.

*Salacia* is also reported to have been becalmed for four days between the two lows, during which time Fritz either couldn't or didn't want to motor. We've also been told that *Freya*, which was behind *Salacia*, had arranged to give her a tow — until the wind came up first.

Both *Salacia* and *Freya* were doing fine until the night of Friday November 26, at which time they were 75 to 100 miles from the northeast coast of New Zealand. The

Burmans were getting twice-a-day weather reports from Des, and knew the weather was turning — but not so bad that ships would eventually be advised to take shelter behind islands.

With the weather becoming so bad, a concerned Des offered to keep a schedule with the Burmans throughout the night, but Marianne declined. She did agree, however, to Des' suggestion that he check in on them at 0630.

When Des tried to call *Freya* the next morning there was no answer — and for good reason. At about 0430, *Freya* was rolled for the first of about five times. When closing on the coast from offshore, it's very common for big seas to become even more treacherous. The Burman's described the 360s as "like being inside a clothes dryer". At some point the boat was dismasted, and the 3/4-inch nylon line holding the sea anchor off the transom broke.

After the boat — a heavy displacement boat built in Taiwan — rolled the first time, Bruce set off the EPIRB while his wife and son put out Maydays over the radio for the next five hours. That they continued to put out Maydays over the VHF probably saved their lives.

When *Freya* failed to come up for their 0630 sked, Des, fearing trouble, called Northland Maritime Radio, a quasi-coast

guard communications system, to put them on the alert. Then at 0750, the National Rescue Coordination Center in Wellington received notice that *Freya's* EPIRB had been activated, and their relatives in Washington confirmed they were believed to be somewhere off the New Zealand coast. The EPIRB indicated *Freya* was 75 miles northeast of Whangarei, so a helicopter and P3 Orion fixed-wing aircraft were dispatched. The helicopter, however, almost immediately had to return to Kerikeri for fuel.

At about 1000, *Salacia* — also a heavy displacement boat built in Taiwan — in the vicinity of *Freya*, took a severe knock-down, and at least temporarily lost part or all of her steering. About this time, somebody from *Salacia* issued a Mayday over the VHF. The distress call was picked up by one of the search aircraft, and for many hours after that Northland Maritime Radio regularly requested vessels in the area to be on the lookout for the vessel and try to assist. Before long, most of the cruisers in the region — and there were lots of them — were hunkered down in their boats following the dramas of *Freya* and *Salacia* over the VHF. From the way they were being buffeted aboard their own boats in slips or at anchor in sheltered harbors, no one doubted that things were serious.

Because of conflicting reports, there are two theories of what happened next. One is that Fritz was able to repair the steering and resume progress toward shore, but that a broken radio meant he couldn't rescind the Mayday. The other version is that he never knew a Mayday had been issued. Whatever the case, for the next 18 hours officials had no reason to believe *Salacia* was anything but a vessel "in grave and imminent danger, and therefore requiring immediate assistance."

*The longer you stay out there, the greater your chance of being there when the shit hits the fan.*

For whatever reason, *Freya's* EPIRB quit broadcasting its signal while the Orion was searching for her. With visibility down to as little as 300 feet, the air crew wasn't having much luck. Fortunately, Marianne had continued to broadcast the Mayday over the radio, for it was faintly picked up by the aircraft. With Marianne counting down numbers, the aircraft was able to home in on the signal, eventually spotting the distressed



# NIGHTMARE OFF NEW ZEALAND

*Freya* about noon.

An hour later, the refueled Northland Electric helicopter was back on the scene with the nearly impossible mission of trying to find *Salacia*, position unknown, in near zero visibility. But with *Freya's* salon knee-deep in water and taking more on faster than it could be pumped out, the Burman family was in immediate peril. So the helicopter crew was instructed to terminate the search for *Salacia* and devote their efforts to rescuing the Burmans.

The four volunteers flying the Northland Electricity Rescue Sikorsky S76 arrived to find *Freya* pitching wildly in the 30-foot seas and 70-knot winds. They decided to lower 50-year-old Trevor Tuckey into the water and drag him toward the boat. The result was that Tuckey banged his head against the boat, and was brought back aboard the chopper in a dazed condition. So the winch man lowered a line to *Freya*, and after collecting his senses, Tuckey went down again, this time onto the deck of the boat. How they managed this in such conditions is hard to believe, but with water pouring into the cabin, Bruce and Heath were lifted up to the helicopter. A short time later, Tucker and Marianne, after getting drenched a couple of times, were brought up.

The Burmans were suffering from bruises and mild hypothermia, but were otherwise in good shape physically. They're still in New Zealand, sorting it all out, trying to decide if they want to continue cruising.

In typical Kiwi fashion, Tuckey shrugged off risking his life to save the lives of folks he didn't even know. Tuckey explained that he had total confidence in his pilot and his winchman, and was too busy doing his job to worry about his own safety. We don't know about the rest of you, but we wish we had half this man's courage.

With the Burmans rescued, all efforts turned to *Salacia*. But without a position or an EPIRB signal, and with darkness having fallen, it was like trying to find a needle in a haystack while blindfolded. And if Fritz had indeed managed to fix the steering and didn't want to be rescued, there was no way for anybody to know about it.

Twelve hours after the Mayday had been broadcast, *Salacia* still hadn't been heard from. At the request of authorities,

*Direct Kookaburra*, the only ship large enough to be able to search in such ter-

currently under investigation by the Kiwi Maritime Safety Authority.

As soon as the weather began to calm down the next day, the speculation and second-guessing among cruisers and others began.

Why hadn't helicopters been sent out instead of a ship? Two helicopter operators and the military had declined, saying conditions were too dangerous. Yet the same Northland Electricity helicopter that had rescued the Burmans was on the *Salacia* site shortly after Black had disappeared. Copilot Steve Simpson was quoted as saying, "We could have winched them off with no trouble. But the seas were quite bad and maybe they felt they had to get them off right away."

Some seemed to want to blame the ship's captain — which struck some other cruisers as outrageous. "He put his ship, crew and self at risk in terrible conditions to save the crew of *Salacia*, and obviously did the best he could in awful conditions. Having had to make repeated passes, he surely would have gladly backed off if he knew they didn't need to be rescued immediately."

There was irony, too. After several years in the courts, the Kiwi's controversial 'Section 21', which required yachts to pass basic safety inspections prior to leaving New Zealand, had been thrown out. Surely there will be calls for something similar to be put back on the books. Indeed, some cruisers voiced the opinion that if you can't afford an EPIRB, a liferaft, and an SSB radio, you can't afford to go cruising.

On the other hand, few cruisers were eager to assign actual blame. With almost all having been through at least some nasty weather, the general feeling was "There but for the grace of God go we." Every ocean sailor knows that neither they nor their boats can withstand the full fury of nature. They also appreciate the effect extreme fatigue can have on the body and the mind — particularly in such awful conditions.

There is only one good thing that can come out of the November cruising tragedies off New Zealand: that once all the facts possible become known, the knowledge be used to try to prevent similar tragedies in the future.

## WARNING!

While we have tried to make this article as accurate as possible, we caution everyone that there are likely to be some mistakes. The problem is that much of the information came from a number of second and third-hand sources, as well as not-always-accurate newspaper and news service articles.

Our primary information on *Salacia* came from individuals who spoke to — but did not formally interview — Mike Fritz. Our attempts to get Fritz to contact us were unsuccessful. Our primary information on *Woody Goose* came from a frequent *Latitude* contributor who spent time with Roger Dean after the tragedy and attended the memorial service for Anita Dean. Much of our information on *Freya* came from a story in the *Bellingham* (Washington) *Herald*, a story that was based on conversations relatives had with the Burman family.

Because so much of the information isn't first-hand, we urge readers not to draw anything but the most general conclusions from the information presented. If anyone has information to correct this story, we urge you to contact us. Even if you weren't part of any of the tragedies, but just have lessons to share from your experience, we and future cruisers would love to hear from you.

rible conditions, began to look for *Salacia* at midnight. Amazingly, it took them only an hour to find the *Tayana 37*. Pulling alongside them proved to be a much more difficult task; it took three hours during which time the container ship made five passes.

Fritz has told others that he and Black saw *Direct Kookaburra* when it was about five miles away, but went back belowdecks. Because *Salacia* had no functioning radio, there could be no communication between the vessels. Fritz has said the next thing he knew, the container ship was banging up against *Salacia*, dismasting her.

According to the *Direct Kookaburra* crew, life-rings were lowered at the end of ropes, and Black and Fritz each got into one. Fritz came up on one, but Black didn't come up with hers. They don't know what happened to her. Given the total chaos of the situation, this is completely believable.

Once Fritz was aboard the ship, cruisers who had only been able to monitor Northland Maritime's end of the drama, could now hear both sides. "When Mike's voice came on over the ship's radio," remembers Andy Rothman, "he was very rational and lucid. He also sounded a little excited and very concerned. It was very haunting."

Fritz remained aboard the ship for a full day, during which time he was treated by a team from a trauma center. He stayed aboard friend's boats in Auckland for a while, and most recently has been boat-sitting in Whangarei.

*Direct Kookaburra's* rescue attempt is

— latitude 38





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# 1998 — THE YEAR



LATITUDE/ANDY

Above, with a little practice, anyone can caulk like the pros. Right, we watched them for 15 minutes and never could figure out what they were trying to do.



LATITUDE/JR



During a hike up Mount Sinai, cruisers discovered the long-lost 11th commandment: 'Thou shalt go sailing. . .'



LATITUDE/ROB

Midwinter racing in bare feet? No wonder they named the boat that.



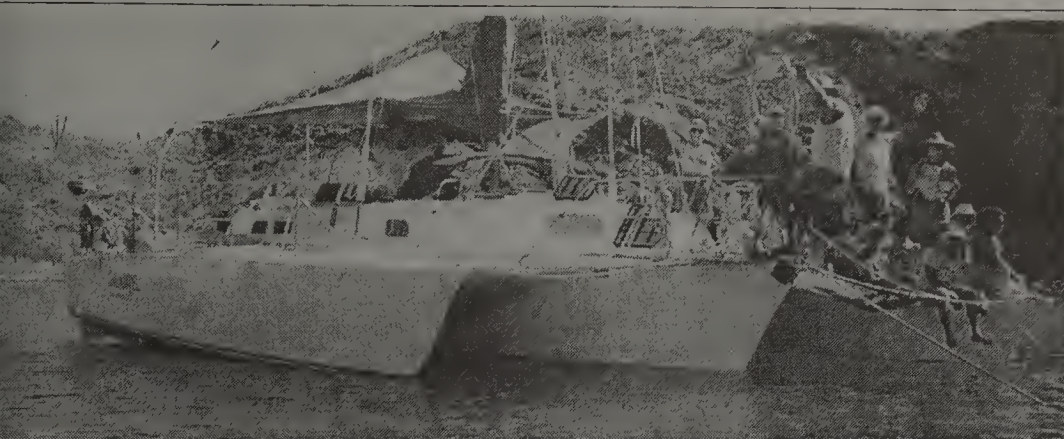
After 50 years, Midway Island is open for business.



Jimmy Buffet was right: "Years grow shorter not longer, the more you've been on your own . . ." And we've been on our own long enough that 1998 flashed by like 'ol 97 with Casey Jones at the throttle. Here's a quick look back at a busy year.

In **JANUARY**, we profiled sailing's 'first couple' Peter and JJ Isler, who between them have won enough pickle dishes to cause a global silver shortage. We bid a sad adieu to another sailing great, racing pioneer Dave Allen, who passed away while cruising off New Guinea, but were happy to learn that British author Patrick O'Brian was *not* dead as we had reported in December. From the wayback machine came a piece on *The Gold Miner's Navy* — the guys who sailed the 49ers here, and we don't mean the football team. Another chunk of history came alive in an article noting the opening of Midway Island to the public for the first time since The Big One. . . In **FEBRUARY**, we visited with Kame and Sally Richards, whose Oakland-based Pineapple Sails celebrated 25 years in '98; and with Mark Rudiger, dark-horse hero of the ongoing Whitbread Round the World Race. A last-minute replacement navigator for Paul Cayard's *EF Language*, Mark led the team to eventual victory and himself to international sailing stardom. A months-long debate over the proper care of teak decks pretty much ended in February, with longtime wooden boat devotee and boatyard owner Bill Bodle having the final word: keep the deck clean with light scrubbing with seawater and throw the holystone away. And here's something to remember when you go swimming next time: a survey of shark attack victims in Australia revealed that most of them had peed in the water moments before the attack.





GALADRIEL

Above, how do you fix a broken thruhull in an aft compartment? When you're the owners of 'Galadriel', you invite everyone in the anchorage to sit on the bow until the stern is high and dry.

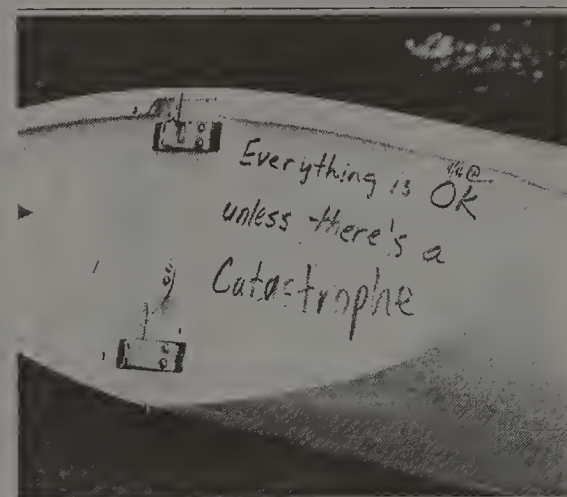


LATITUDE/AR



TOM LEWICK

Above, MEXORC featured Bill Clinton party favors. Left, Yves Parlier's 'Aquitaine Innovations' blasts across the Bay to win the inaugural Gold Race.



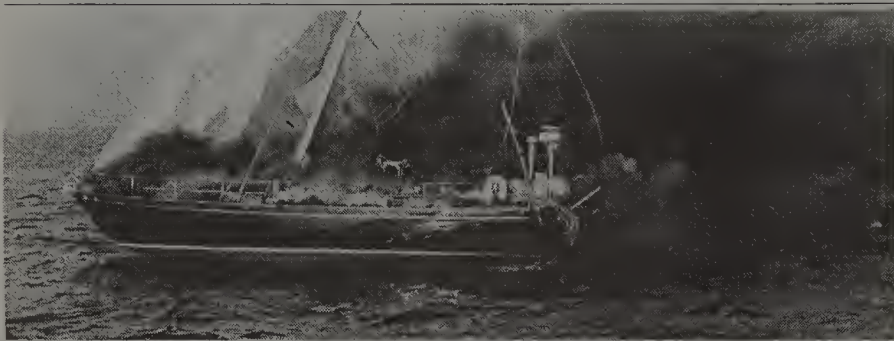
LATITUDE/RICHARD

The White House dinghy.

The high drama in the **MARCH** issue was once again the Whitbread, this time in the form of a compilation of emails from Cayard and crew as they dashed across the Southern Ocean in Leg V. "The term 'the decks are awash' doesn't do justice to what is going on out here," wrote Cayard on February 8. "When I came down below just now, my cheeks were bruised from being pelted in the face by ice water for five hours." Closer to home, Roy Disney's turbo sled *Pyewacket* dashed through warmer waters to win the marbles at the PV Race. Even closer to home, we introduced readers to the many talents of sailor/artist Robert Flowerman. Cruisers got their due with a look at the terrific yard and dry storage operation at Marina Seca in San Carlos. Finally, Jack and Rose of *Titanic* fame did a 'guest spot' to help teach readers about the dangers of hypothermia. Warning signs include "semi-consciousness, slow, uncoordinated movement and slurred speech." Wow, that's exactly how we are around deadline. . . At 304 pages, the **APRIL** issue was the largest we've ever published; and we have the physical and emotional scars to prove it. We started it off with a look at some of the Bay's newest arrivals, from the 1924 Alden schooner *Bagheera* to the new Farr 40 *Blue Chip*. Other notable arrivals included three cutting-edge BOC 60-footers that had raced from New York to San Francisco around Cape Horn. Frenchman Yves Parlier and his three-man crew were first in by more than five days. And we finally settled the 'Can you drink seawater?' issue with an article about Alain Bombard, the French doctor who crossed the Atlantic in an inflatable boat in 1952 with no provisions. He survived by eating fish and plankton, and drinking rainwater and, yes, small amounts of salt water. He also lost 55 pounds and almost died.



# 1998 — THE YEAR



There are mistakes you can make on boats, and then there are MISTAKES.

LATITUDE/ROB

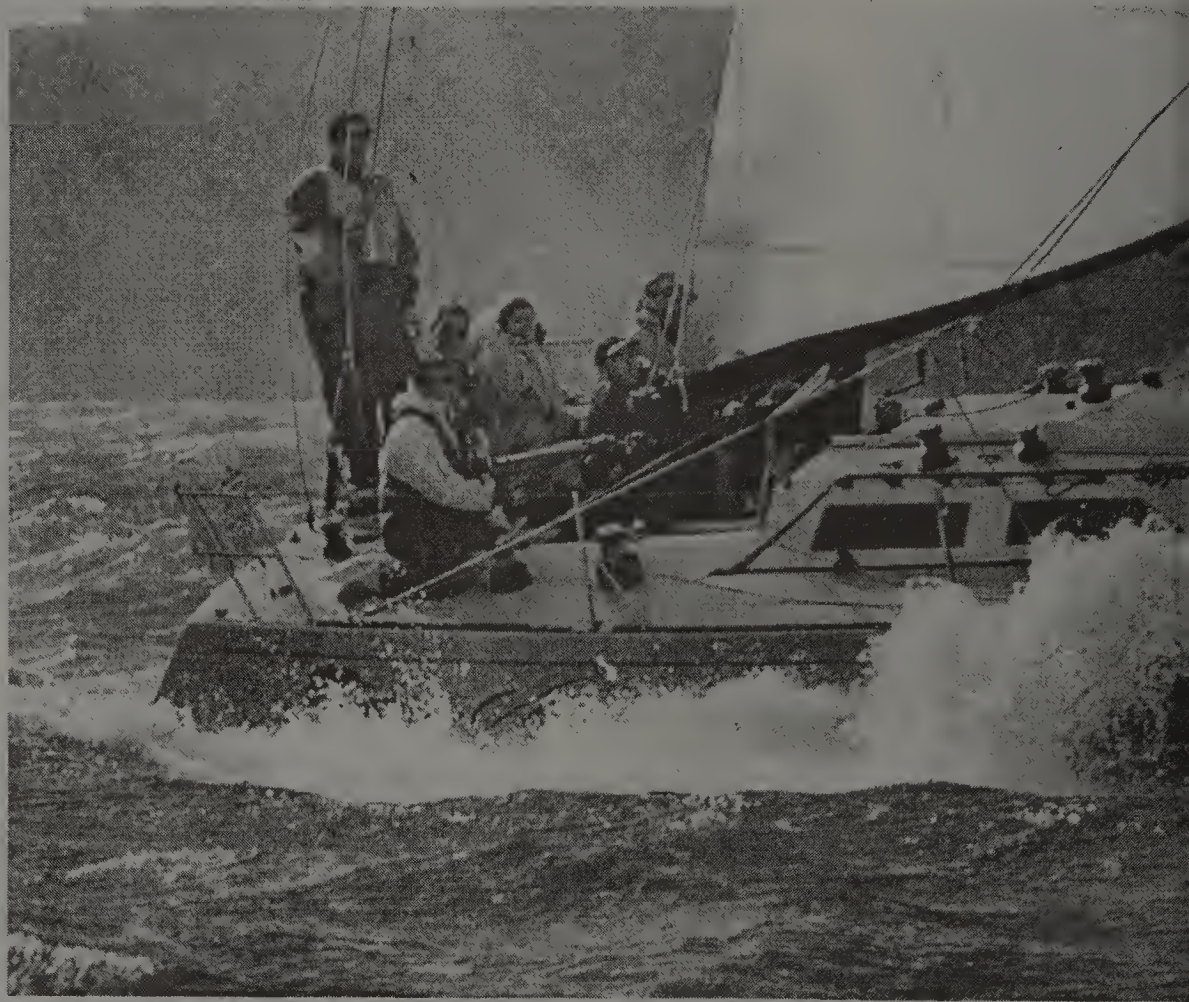


The hole in this sail looks kinda like a person because a person kind of fell through it during the Ditch Run.



LATITUDE/ANDY

Contestant reefs down for the BVI Spring Regatta, bikini division.



Whenever **MAY** rolls around, it's time for our annual *Springtime in the Boatyards* feature, wherein we go around the Bay interrupting scores of people hard at work getting boats ready for summer. And as usual, all of them were so happy to talk for a while that we were almost embarrassed to call it work. Also in preparation for the coming warm months, we featured a few of our favorite Bay destinations, along with what we felt was the perfect daysail. Racing was also coming back 'on line', with coverage of the venerable Doublehanded Farallones, a demolition derby called the San Francisco Cup, and a lusty thing down Caribbean way called the BVI Spring Regatta. Dang, we sure wish the Bay was warm enough for women to dress like that *here*. Rounding out the issue was our first in-depth interview of the year, with professional sailor Dee "Take No Prisoners" Smith. . . The tune in **JUNE** revolved around big events — Cayard and crew winning the Whitbread, the sun-and-fun crowd revelling at Antigua Sailing Week, and the cruising fleet in French Polynesia getting pounded by Cyclone Alan. Big fun on the Bay included the annual Master Mariners Regatta, and a crewed Farallones race sailed in unusually big breeze. Continuing the theme, we noted that the Bay's largest sailing vessel, the Maritime Museum's 300-ft square rigger *Balclutha* was winding up eight months of yard work and due back soon at Hyde Street Pier. Even the year's biggest boo-boo got ink when the state tallship *Californian* hit the Benicia railroad bridge, bringing down part of her foremast and snapping off her bowsprit. Fortunately, nothing but pride (and the skipper's future employment possibilities) were hurt. Last but not least, we profiled one of the biggest personalities in the local sailing scene, that of Sven Svendsen, who has given more back to the sport than most of us will ever take.





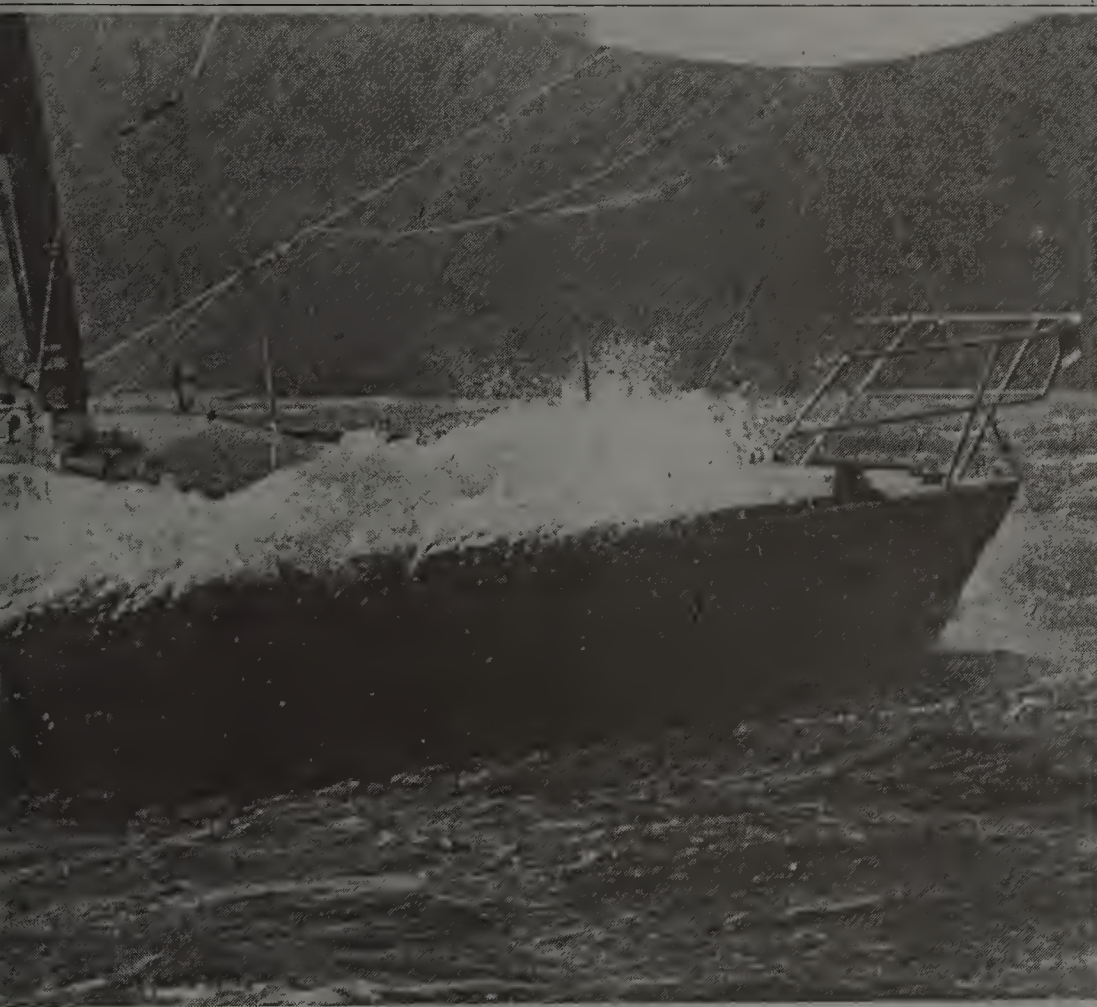
AMERICAONE

The boys are all right — Cayard's Commandos round Cape Horn en route to a Whitbread win.

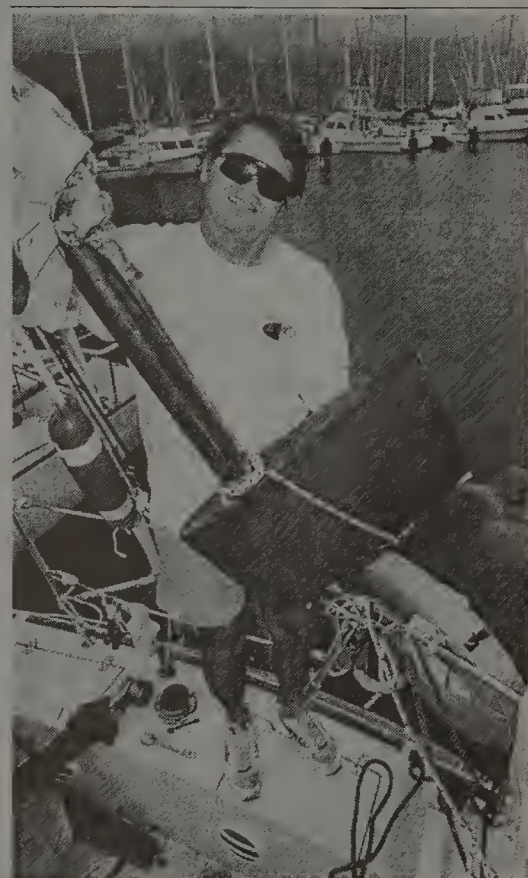


LATITUDE/ROB

There were skid marks all over the Bay after the San Francisco Cup.



LATITUDE/JR



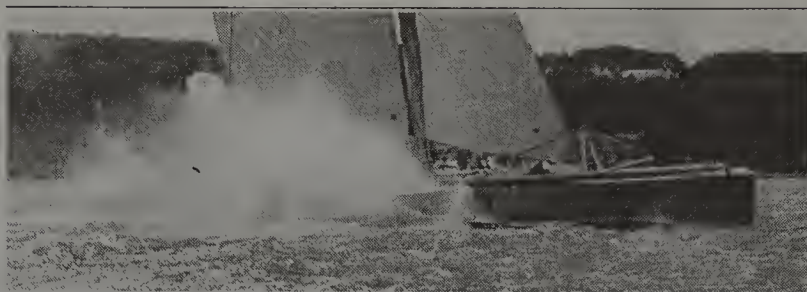
LATITUDE/RICHARD

Above, sailor take warning — 'Red Sky' broke both her main and emergency rudders during the Pacific Cup. Left, 'Eclipse' slides into home in the crewed Farallones Race.

Things mellowed out only a bit in **JULY**. We opened the issue with a fun cruise to the Delta, but then jumped aboard the racing fleet for a rollicking ride there in the '98 Ditch Run, appropriately subtitled *A Savage Journey to the Heart of the Delta*. If you weren't hyperventilating by then, you may have needed oxygen by the time you got through the splendid images of the Antigua Classic Regatta. What a fabulous event! Also in July, we previewed another fabulous event — the biggest Pacific Cup ever — and visited with four of the top women sailors in our neck of the woods — Melinda Erkelens, Sally Lindsay-Honey, Melissa Purdy and Liz Baylis. In the living legend department, we had a fun interview with veteran boatbuilder and singlehander John Guzzwell, who was here to take part in the Singlehanded TransPac with his cold-molded mini BOC boat *Endangered Species*. We're not saying the 30-footer was one of the most beautifully crafted creations we've ever seen, but Steinway pianos look shoddy to us now. Another great sailor made news in a tragic way, as we reported on the loss of French sailing great Eric Tabarly, who perished after falling off his classic Fife yacht *Pen Duick* off Wales. . . The tales didn't get any taller than in **AUGUST**, as we de-briefed winners in the Pacific Cup, Singlehanded TransPac, Coastal Cup and J/24 Worlds. Whew! And speaking of tall orders, we also took a stab at noting all the significant sailing records in San Francisco Bay, the West Coast and the World. And yes, Virginia, the top speed achieved by a sailing craft really is 46.42 knots — more than 50 miles per hour! Finally, we shared the shock of most Mexican cruisers over the firing of Dick Markie from Marina Mazatlan, and shared a chuckle at the hapless first-time speedboat owner who couldn't figure out why his brand new Bayliner performed like crap — until someone dove down and noticed the trailer was still attached!

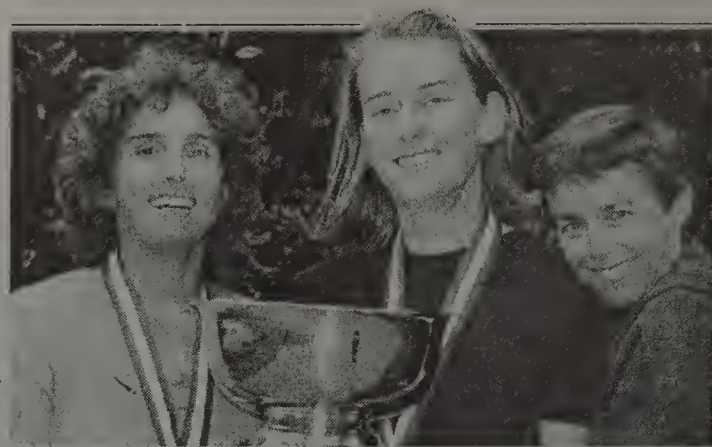


# 1998 — THE YEAR



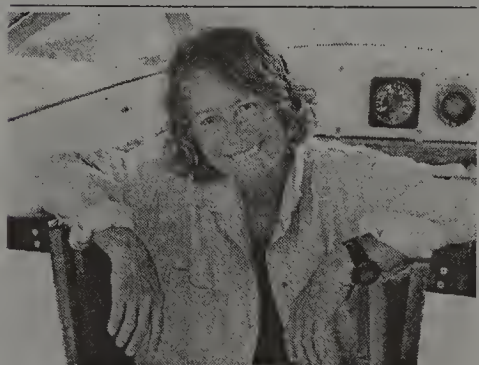
LATITUDE/RICHARD

'Explorer' on a leisurely 25-knot sail across the Bay



LATITUDE/BOB

The girls of summer — U.S. Women Champions Stephanie Wondolleck, Karina Vogen and Vicki Sodaro.



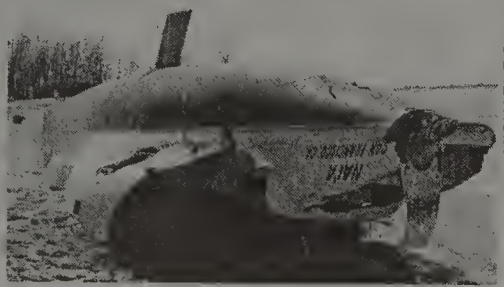
LATITUDE/JR

Once around with style — Karen Thorndike.



LATITUDE/JR

Above, good-bye to 'Wander Bird'. Below, the remains of 'Nai'a' on the beach at Midway.



MICHAEL REPPY



People sometimes accuse us of having no backbone, but our **SEPTEMBER** issue sure did — at 276 pages it was too big for staples; they had to put a spine on to hold it together. In between those hefty covers, we had features on Frenchman Bruno Peyron and his giant catamaran *Explorer*, which is spending the winter here; and Hawaii's spectacular Kenwood Cup. We ran the crazy tale of a solo sailor plagued by no wind and abundant boobie birds, and got serious with a mid-sea rescue of an injured sailor by the Cal Maritime ship *Golden Bear*. Hey, in September we even got to meet Elvis (well, one of them, anyway). We also learned why 'going to the can' holds a special meaning in Brazil. About 10 years ago, drug smugglers about to be busted dumped 30,000 coffee cans full of Thai stick into the water. The cans, which reportedly washed ashore for months along some of Brazil's most famous beaches, kept people happy for a long time. . . In **OCTOBER**, we were happy to report that an Area G (SF Bay) team had won the prestigious US Women's Sailing Championships for the first time in its 74-year history. Congratulations then — and again — to Stephanie Wondolleck, Karina Vogen and Vicki Sodaro. Congrats also to another woman, Karen Thorndike, the first American woman to singlehandedly circumnavigate via the great capes. Our report on the Big Boat Series noted it had everything — big name sailors, big, sexy boats and even the now-traditional big collision. Everything, that is, but wind. We also spent quite a few pages getting folks ready for Mexico with a rundown on the various marinas, and ran the second installment of a three-part introduction of participants in our fifth annual cruiser's rally. We also had news and photos of the last catamaran that's going to do a Pacific crossing before the millenium. And maybe the most unusual one ever: the hulls of *Malt's Mermaid* are made entirely of recycled aluminum beer kegs.



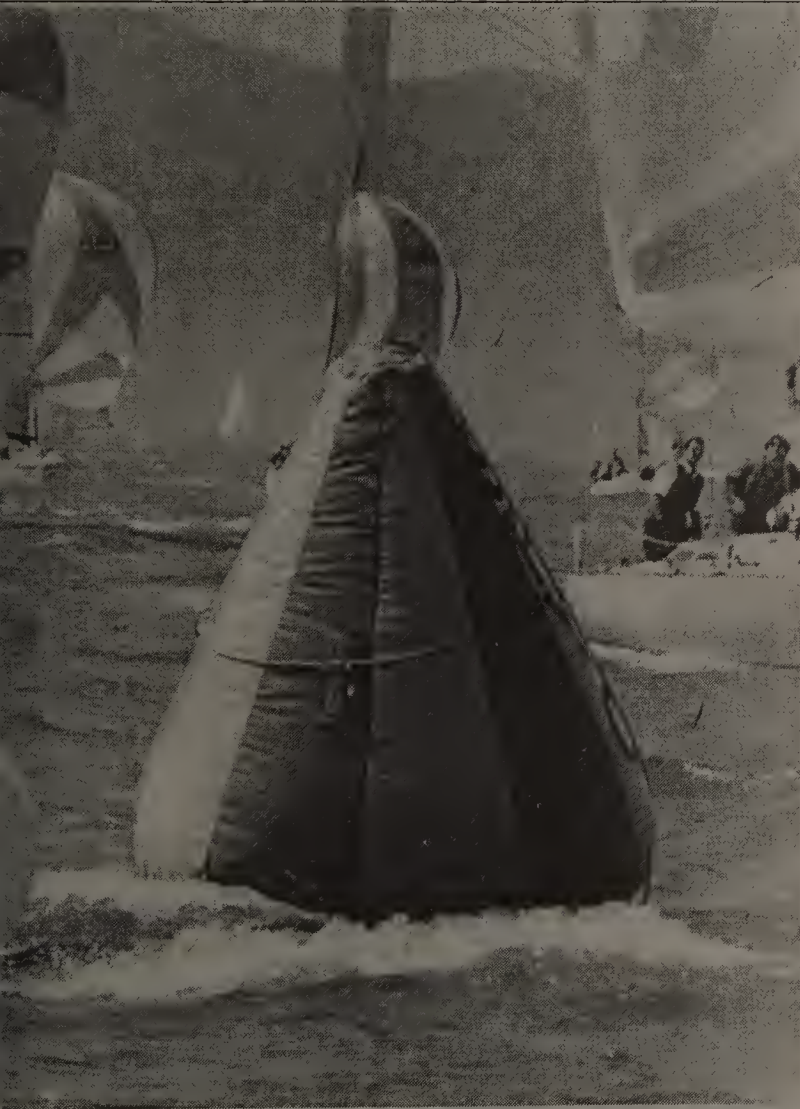


et ready for the beer can boat, coming in April.



LATITUDE/RICHARD

The seas were calm, but the waves were huge during Baja Ha-Ha V.



LATITUDE/ROB

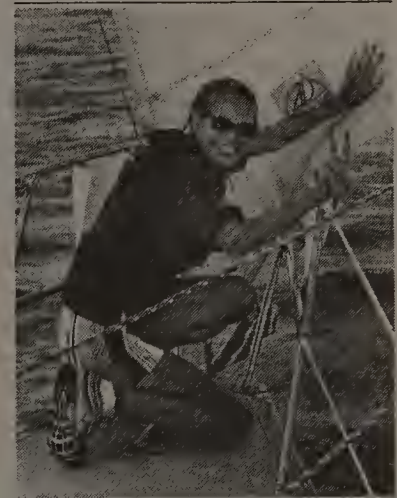


LATITUDE/ROB

Windwise, the NOOD (left) outshone the Big Boat Series (above) in September.



LATITUDE/RICHARD



LATITUDE/ROB

Above, sailing with supermodel Heidi Klum. We could get used to it. Left, arc of the divers — getting wet on the Napa River.

There was more of everything in **NOVEMBER** — more Mexico (articles on Mazatlan and general check-in procedures), more racing (the Masters Regatta and the first installment of Season Champions), a *Weekend Getaway* to the Estuary, and several 'electives': *Fishing Under Sail* and Ray 'Sea Gypsy' Jason's account of riding out Hurricane Georges in Key West. We also got an eye-opening ride on the incredibly huge and fast French catamaran *Explorer*, and found it hard to imagine what the next generation of really big multis is going to be like. (The article on Steve Fossett's new boat elsewhere in this issue gives you a preview.) We also welcomed the maxi-ketch *Mari Cha III* into the record books for setting a new Trans-Atlantic record, and bid good-bye to a Bay Area icon. After more than half a century, the 115-year-old German pilot schooner *Wander Bird* departed the Bay for her new homeport of Seattle. . . **Highlights of DECEMBER** included a feature on designer Alan Andrews, an enlightening piece on the right — and wrong — way to use watermakers, and a feature on the moveable feast known as the fifth Baja Ha-Ha Cruisers Rally to Mexico. We also dusted off an old just-for-fun feature in which a handful of well-known personalities let us in on their Christmas wishes.

Those of you who came along for the ride know this quick synopsis was only the tip of the iceberg of people, events and subjects that sailed through these pages in 1998. That's why it always makes us chuckle when a non-sailor asks, "What can you possibly cover that's new about sailing every month?" We also chuckle frequently because — yes, you've been right all along — we have the greatest beat in the world. We sincerely thank our faithful readers, advertisers and families for another year of support. If you keep it up, we promise never to go out and get real jobs. (Sorry, Mom.) Have a great '99!



# HM BARK ENDEAVOUR —

Ultralight racing machines built of space-age materials grab most of the headlines in the sailing press these days. Yet there's still no shortage of romantics whose hearts soar at the prospect of sailing aboard a relic of olden times, built of traditional materials like iron and oak — especially one with a prestigious pedigree like Captain's Cook's HM Bark Endeavour.

Capitalizing on the fact that many modern sailors and 'lubbers alike seem to have been born with a 'nostalgia gene' that shifts into overdrive at the sight of such vessels, a determined group of Australians, painstakingly constructed a faithful replica of Cook's famous ship, and have now sent her on a around-the-world goodwill voyage. Launched in 1994, the new Endeavour will make port calls along the Pacific Coast this spring, arriving in the Bay of Islands June 11.

Built to exacting details, she is regarded by British National Maritime Museum historians as the most accurately reproduced replica ever built. While at sea, her professional crew teaches 18th Century sailing techniques to (paying) 'voyage crew' members who sign on for individual legs. She then functions as a

*Although her ribs are laminated Aussie hardwood, not solid oak, builders took great pains to duplicate the original whenever possible.*

museum ship while in port.

To refresh your information-overloaded memory, Captain Cook was, of course, one of the greatest explorers of the Age of Discovery. An experienced British naval surveyor and navigator with a penchant

for science and mathematics, at 40, he was given command of the original Endeavour in 1768. Sailing on behalf of the King and the London Royal Society, the first part of his mission was to pilot Endeavour from England, around Cape Horn to Tahiti, where his scientific team would observe important astrological phenomena. Most sciences were anything but exact in those days, and European scholars were thirsty for new information. Back then, for example, navigation was done without even the aid of a chronometer.

Part two of the mission was to confirm or refute the existence of the illusory 'southern continent' of Terra Australis Incognita, which many geographers of the day believed did exist.

Sailing south from Tahiti, deep into unknown waters, Cook didn't find the fabled continent, but he did 're-discover' New Zealand, and like no one before him, he circled below the southern island, disproving the long-held belief that New Zealand was a northern promontory of the southern continent. Sailing west, to complete his circumnavigation, Cook then explored and surveyed the entire east coast of Australia (then called New Holland), which

set the stage for English migration 18 years later.

On two later voyages aboard the Resolution, Cook conclusively disproved the existence of Terra Australis, in addition to discovering and charting dozens of Pa-

*She is regarded by historians as the most accurately reproduced replica ever built.*

cific islands — including the Hawaiian archipelago, where he died — as well as exploring the Alaskan coastline and venturing deep into the Bering Sea in search of a 'northwest passage'.

It is his first voyage, however, that naturally endears all Australians and New Zealanders to Cook. So it's no surprise that despite earlier failed attempts to build

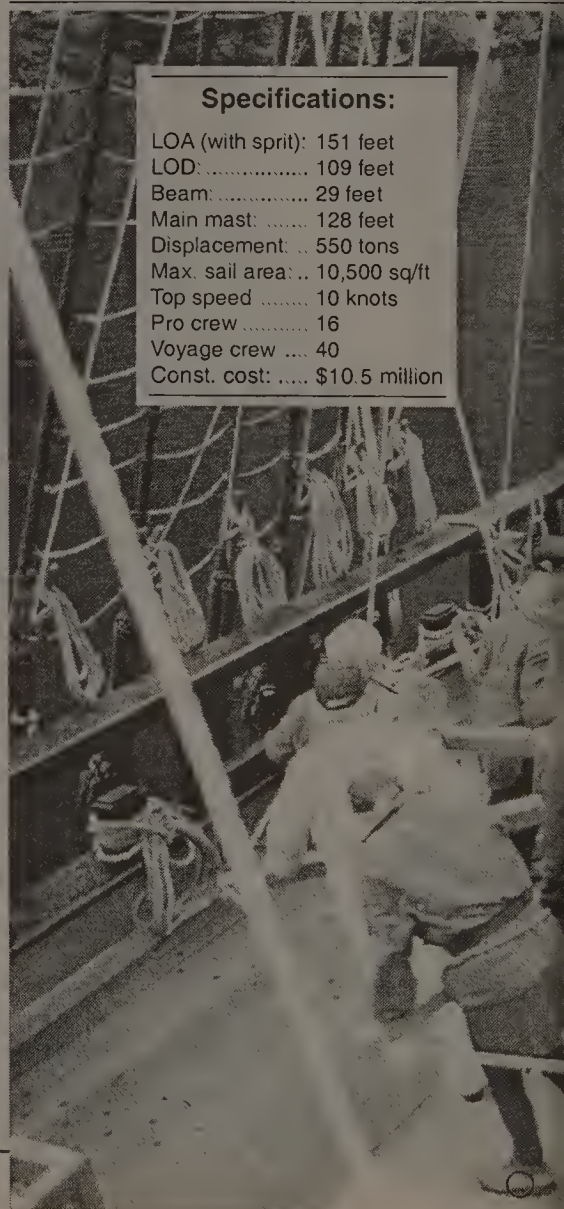
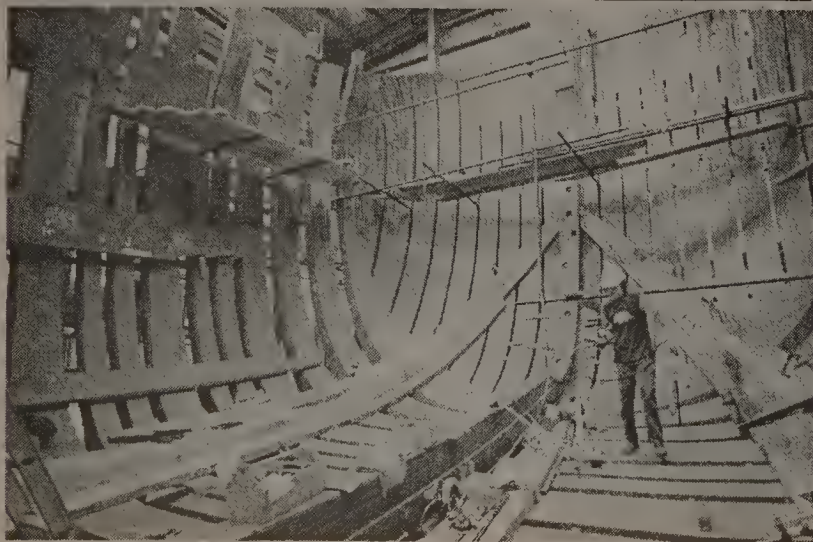


*True to the lines of Cook's original ship, a 'Whitby Cat' designed to carry North Sea cargo, the new 'Endeavour' is 109 feet on deck, has a 29-ft beam and is flat-bottomed.*

## Specifications:

LOA (with sprit):	151 feet
LOD:	109 feet
Beam:	29 feet
Main mast:	128 feet
Displacement:	550 tons
Max. sail area:	10,500 sq/ft
Top speed:	10 knots
Pro crew:	16
Voyage crew:	40
Const. cost:	\$10.5 million

ALL PHOTOS COURTESY HM BARK ENDEAVOUR FOUNDATION





# RELIVING THE AGE OF DISCOVERY

authentic *Endeavour* replicas, Australia's National Maritime Museum actively promoted the idea during the heady days preceding their national bicentennial. Sailor/businessman Alan Bond — of '83 A-Cup fame — soon took up the challenge, offering to fund the ambitious project in grand style. *Endeavour's* keel was laid in the Bicentennial Year of 1988, in a Fremantle shipyard with a specially-designed gallery so passersby could observe the progress day by day. When Bond went bust two years later, however, work temporarily came to a halt. But eventually the non-profit *HM Bark Endeavour* Foundation was established, funded by corporate, governmental and private sources.

While certain aspects of the original's construction were compromised for increased safety and longevity — like use of laminated ribs rather than solid oak timbers — her design was exhaus-

tively researched and duplicated to accurately represent Cook's ship, right down to interior detailing and furnishings. Whenever possible, traditional methods of construction and rigging were used. A long-established Aussie cordage factory refurbished antique machinery in order to manufacture authentic, four-strand, cable-laid manila rope, while riggers produced more than 700 authentic blocks, deadeyes, belaying pins and cleats, and

*A lofty business. Voyage crew get to enjoy the age-old 'cheap thrills' of tall ship sailing during their apprenticeships aboard 'Endeavour'.*

blacksmiths forged a seemingly infinite quantity of iron fittings.

It was a tough decision to use laminated — rather than solid — spars for most of *Endeavour's* masts and yardarms, but the result has been minimal breakage during the first two-thirds of her world tour. And we mustn't forget, it was a broken spar that forced Cook back to Hawaii where he met his untimely end.

Aloft, *Endeavour* carries acres of principally hand-sewn sails, all of which are trimmed without the use of modern



*With few exceptions, 'Endeavour's' interior — like Cook's 'great cabin' shown here — is maintained in museum quality to replicate the original.*

winches. She carries square sails on each of her three masts, in addition to stay sails, sprit sails, stunsails and three jibs.

And how does one get a closer look? If you're fit, have a good attitude and are over 18, consider signing up for a stint as one of 40 'voyage crew'. You will be expected to pull your weight — standing watch, going aloft, hauling lines and helping with maintenance chores — but you'll undoubtedly come away with a bounty of traditional seamanship skills and a renewed intrigue with nautical history. Although you'll sleep in a hammock alongside the rest of the 'swabbies', discreetly



# HM BARK ENDEAVOUR —

hidden modern accessories like hot showers, refrigeration and engines insure that your trip won't be *t-o-o* authentic. If this all sounds a bit too rustic, several 'gentleman's cabins' are also available for 'supernumeraries' who are free to participate as much, or as little, as they like.

This month, *Endeavour* sails north-bound for San Diego from Cabo San Lucas (January 25), followed by five short coastal hops prior to entering San Francisco Bay June 11 (Newport Beach, Oxnard, Ventura, Morro Bay and Monterey). Yes, the wind does blow from the wrong directing along our coast, but as a Foundation rep said, "We sail on every leg — even if we have to first motorsail to seaward in order to find a favorable wind angle."

At each port stop, informational dockside displays and signboards emerge from the hold and the ship's interior is transformed into a living museum. Between June 12 and 20 the ship will be on public display in the Bay Area (at locations yet to be announced). In addition to simply viewing the vessel, members of the public are invited to serve as volunteer



*In an era when the great European powers were hungry to annex new lands, Cook criss-crossed thousands of miles of uncharted, unknown waters for his King aboard the original 'Endeavour'.*

guides at each port o' call.

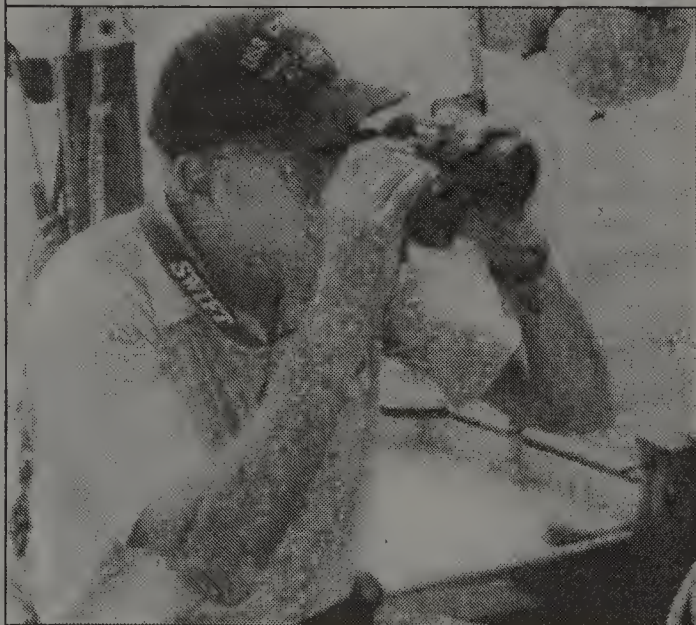
While *Endeavour's* visit has no affiliation with the Mervyn's Gold Rush Race, which is expected to bring 30 or more tall ships to the Bay on July 4, the arrival of this historic craft will certainly serve as an impressive and well-timed 'opening

act'. From the Bay, *Endeavour* will continue north to Vancouver, B.C., then return home to Australia via Hawaii, Tahiti and New Zealand.

At this writing, there is still availability on most voyage legs. For more information on crewing or volunteering, call: (619) 223-9477; e-mail: crewman@ibm.net; or visit the Foundation's Website at: [www.greenwichuk.com/endeavour](http://www.greenwichuk.com/endeavour).

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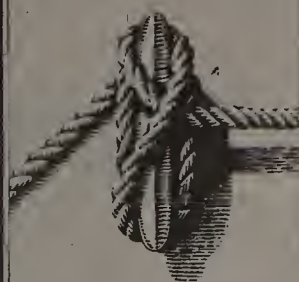


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# GGYC MIDWINTERS —

The Golden Gate YC may be having some problems (see *Loose Lips*), but their five-race, one throwout midwinter series is certainly not one of them. After bottoming out a few years ago, the GGYC Midwinters has zoomed back, hitting an all-time high of 127 entries this year. "Now if only we could get them all to come out at once!" lamented race chairman Jeff Zarwell.

Eighty-seven boats showed up for the second race, held in a 5-8 knot westerly on the grayish, chilly day of December 5. The Bay was as flat as a pool table, so at least no one got wet during the mellow 8.4-mile tour. However, about an hour after the last boat finished, a torrential downpour blew through — perfect timing, as most boats were already home by then.

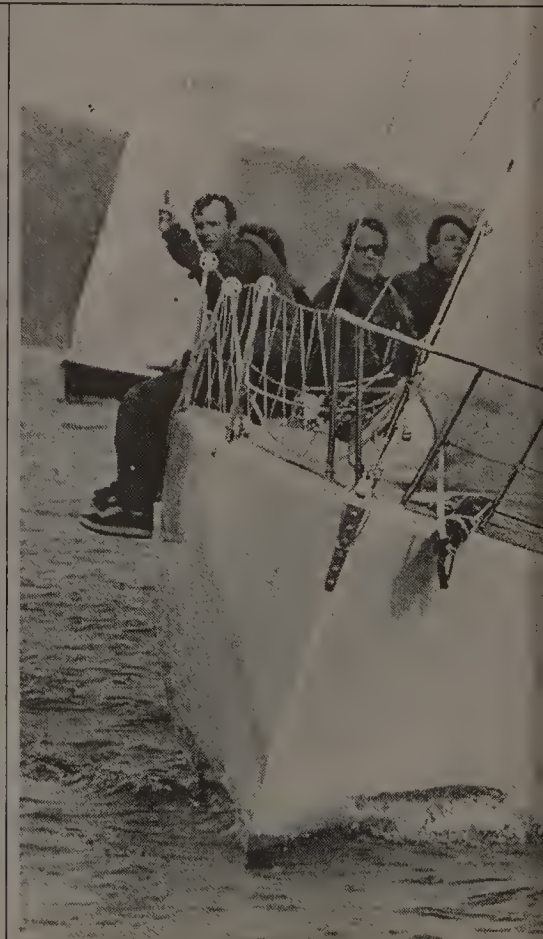
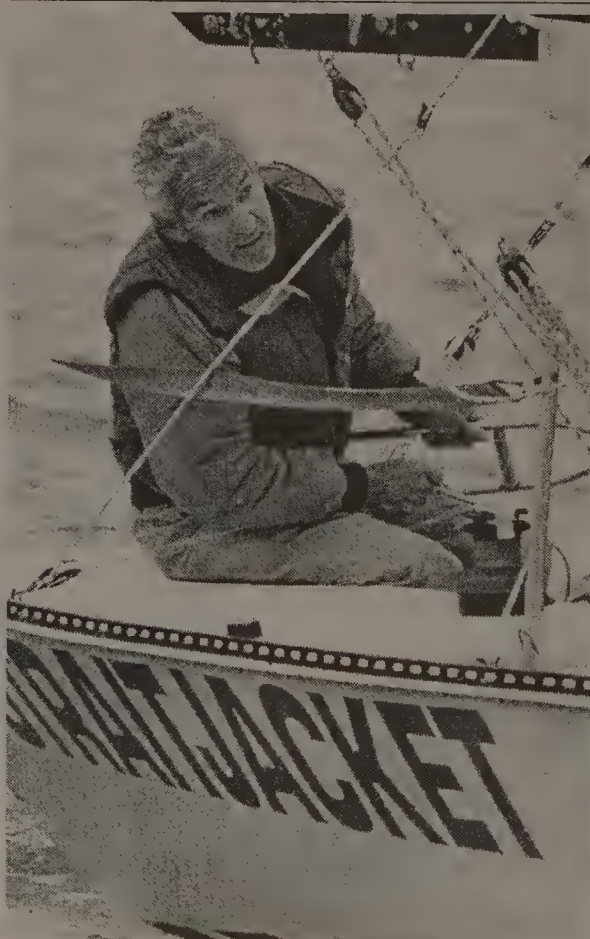
The course, essentially a big circle, took the fleet upwind from the start off the Golden Gate YC to Blackaller, where the spinnaker parade began to Harding Rock, then down to #7, over to Blossom and finish. The slower boats did a smaller loop, a 5.5-mile jaunt around Blackaller, Harding, and Fort Mason to the finish. Other than a general recall for PHRF-I (eight boats jumped the gun due to the early ebb), the day was uneventful. "Sorry, no carnage or anything else very exciting to report," said Zarwell. "It was actually a nice day for racing, about as good as the midwinters get."

Our completely subjective pick for best performance of the day goes to Pat and Will Benedict, who led the competitive 12-boat J/105 fleet wire-to-wire with their *Advantage 3*. Harry Blake's *Limelight* was second, with an assist from a tanker that reshuffled the deck down near Alcatraz.

Other notable class winners included the Farr 40 *Blue Chip*, which had 10-year-old Travis Davant helping out his dad Norman in the back of the boat, and the J/35 *Major Damage*, which posted the biggest margin of victory in the fleet, a 3.5-minute horizon job over runner-up *Navigator*. Four boats repeated as class winners in their tiny one design peer groups: *Smint* (11:Metre), *Spindrift V* (Express 37), *Freya* (Folkboat) and *Chance* (Bear).

Top finishers in each division appear on page 142. Complete results, as well as cumulative results to date, can be found at [www.gya.org](http://www.gya.org). The series resumes on January 2.

**Clockwise from upper left — 'Javelin' (#3) comes through a wall of starboard tackers at the PHRF-I restart; 'Entertainer's' bowman is dwarfed by Harding Rock Buoy; the lovely 'Yucca' is in the hunt for her third Seaweed Soup Trophy; 'Cha Ching' takes aim at our photo boat; Ben Haket in his 'Straitjacket'. All photos latitude/rob.**

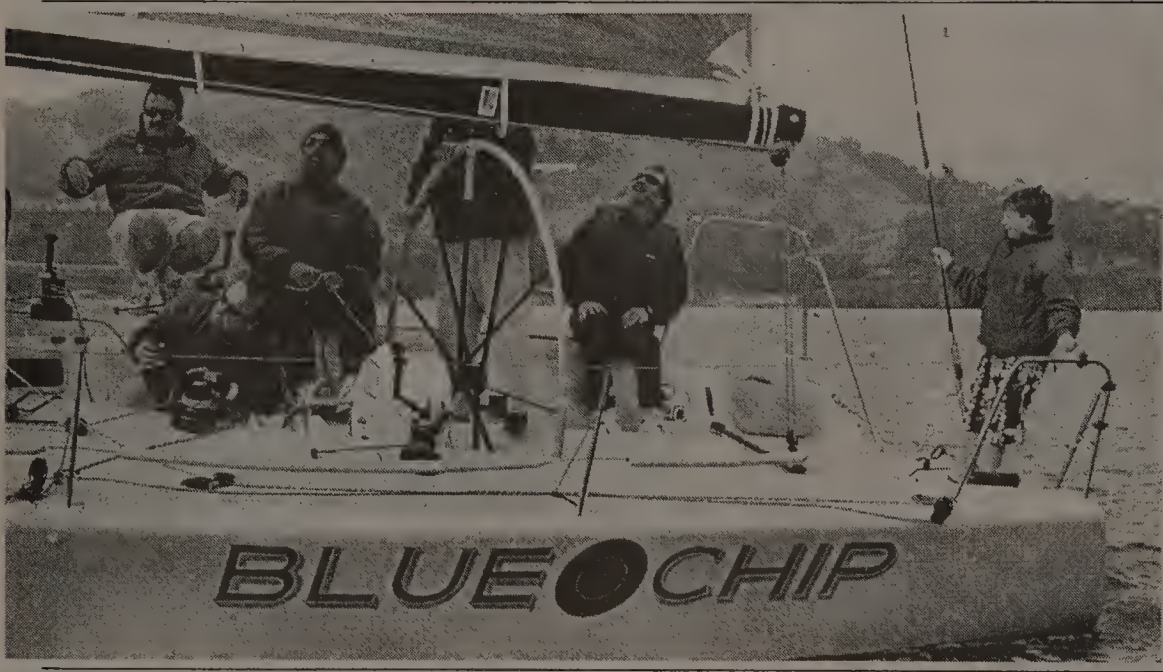




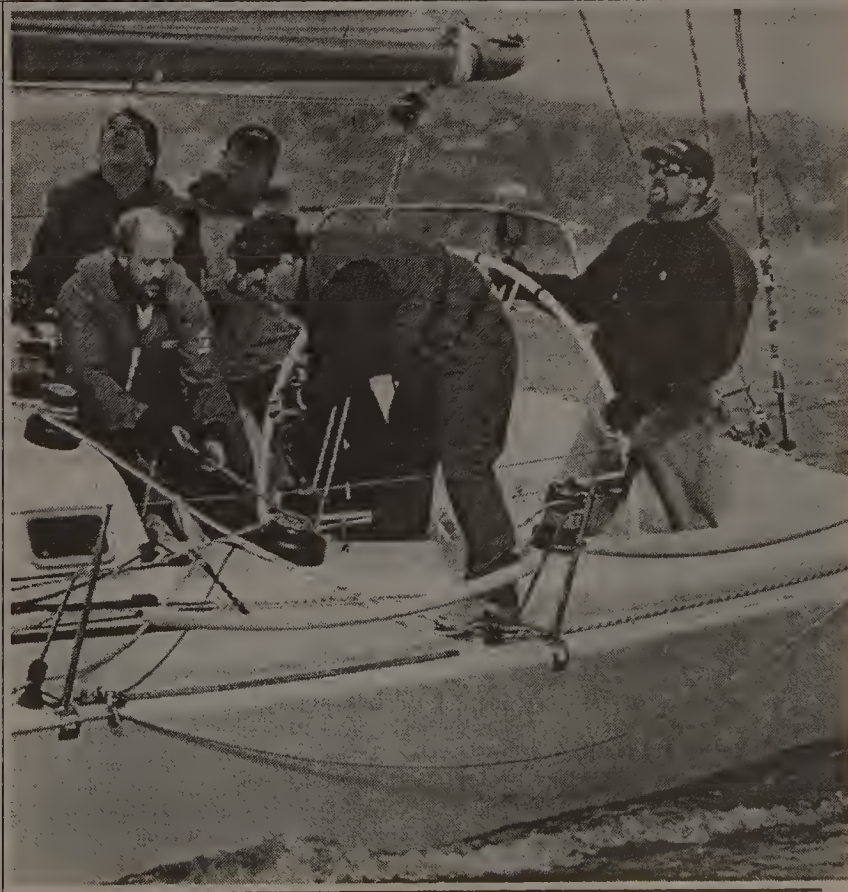
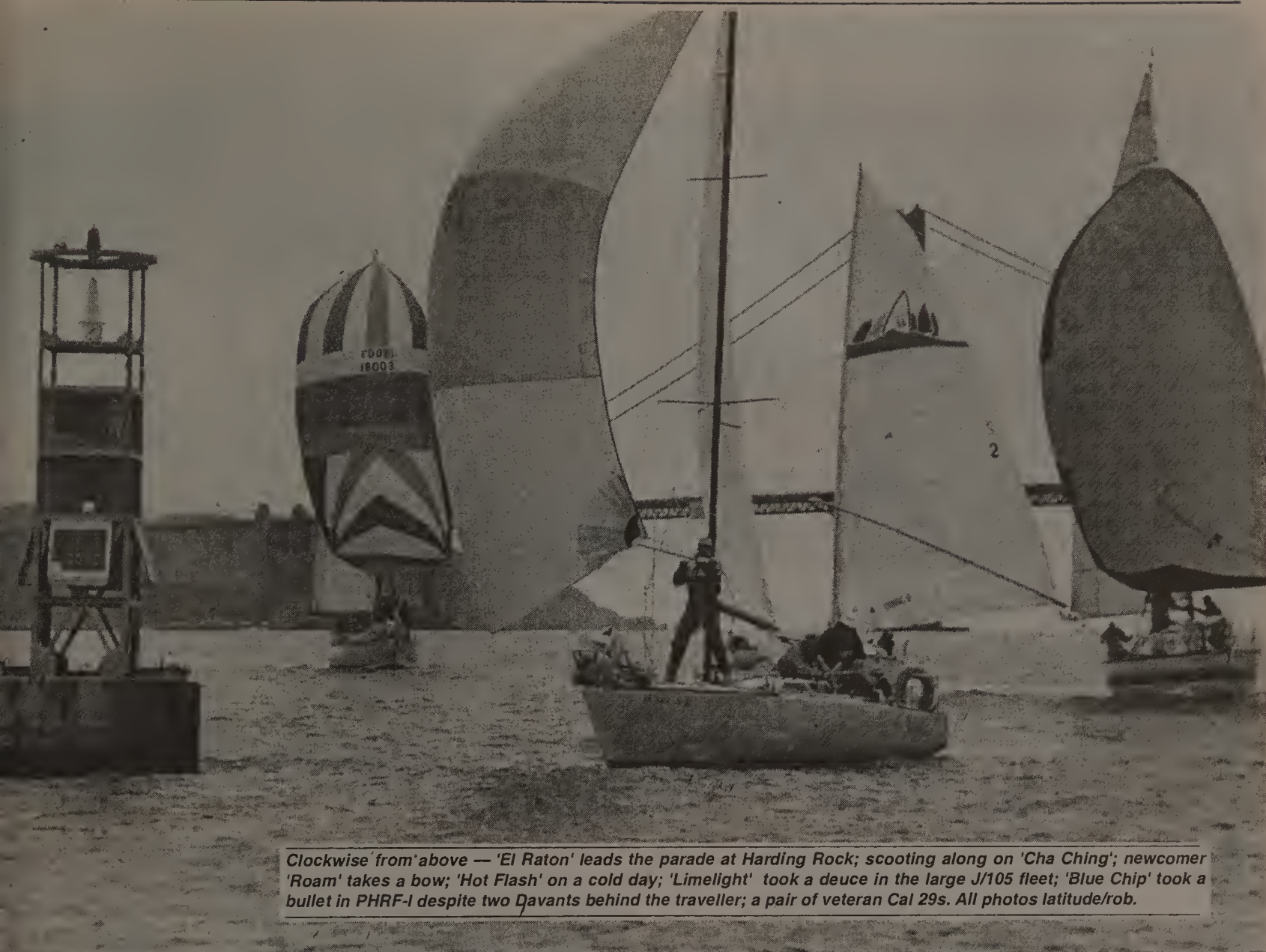
# ON GOLDEN POND













# GGYC MIDWINTERS

## RESULTS

DIV. I (0-64) — 1) **Blue Chip**, Farr 40, Walt Logan; 2) **Cha Ching**, BH 41, Scooter Simmons; 3) **Pergrine**, Mumm 30, David Thomson; 4) **Raven**, N/M 39, Mark Thomas; 5) **JackRabbit**, N/M 39, The Liggetts. (12 boats)

DIV. II (65-99) — 1) **Major Damage**, J/35, Chris Perkins/Dave Wilson; 2) **Navigator**, Soverel 33, The Melbostads; 3) **Run Wild**, Olson 30, Dale Irving; 4) **Yucca**, 8 Meter, Hank Easom; 5) **Two Scoops**, Express 34, Chris Lorigaker/Tom Goodwin. (12 boats)

DIV. III (100-152) — 1) **El Raton**, Express 27, Ray Lotto; 2) **Uno**, WylieCat 30, Steve Wanner; 3) **Silkye**, WylieCat 30, Larry Riley. (10 boats)

DIV. IV (153-197) — 1) **Roadhouse Blues**, Hawkfarm, Torben Bentsen; 2) **Undine**, IOD, Adam Wheeler; 3) **Voyager**, Ranger 29, Don Pruzan. (10 boats)

DIV. V (197-up) — 1) **Perezoso**, Excalibur 26, Lori Davis; 2) **Dulcenia**, Coronado 27, John Slivka; 3) **Crazy Jane**, Thunderbird, Doug Carroll. (7 boats)

11:METRE — 1) **Smint**, James Glockner. (3 boats)

EXPRESS 37 — 1) **Spindrift V**, Larry & Lynn Wright; 2) **Elan**, Bill Riess. (4 boats)

J/105 — 1) **Advantage 3**, Pat & Will Benedict; 2) **Limelight**, Harry Blake; 3) **Speedwell**, Tom Thayer/Dick Watts; 4) **Joust**, Alan Kelly; 5) **Bella Rosa**, Dave Tambellini. (12 boats)

SANTANA 35 — 1) **Breakout**, Lloyd Ritchie; 2)



*A pair of Express 37s round Blackaller Buoy. Hard to believe that Tom checked out over nine years ago — tempus fugit!*

**Spirit of Elvis**, Martin Cunningham/Lewis Lanier. (4 boats)

CAL 29 — 1) **Boog-A-Loo**, Julia Yost/Nancy

Rogers. (3 boats)

KNARR — 1) #137, unknown; 2) **Lord Nelson**, John Jenkins. (5 boats)

FOLKBOAT — 1) **Freya**, Ed Wesley; 2) **Honey**, James Fraser. (5 boats)

BEAR — 1) **Chance**, Treser/Wattersten. (3 boats)

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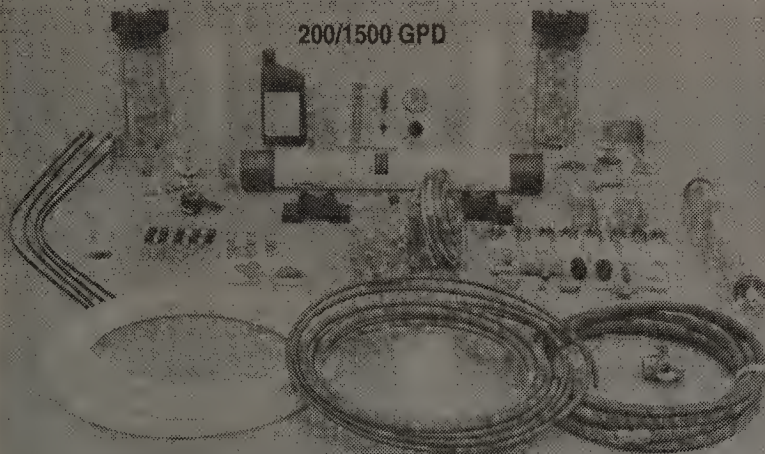




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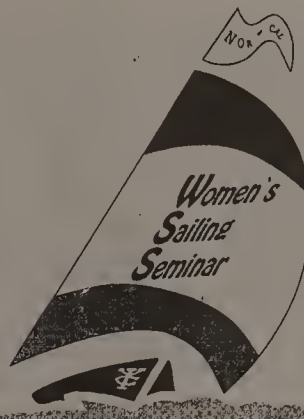
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# FROM MUDFLATS TO MEGA-PORT —

Two young *Yang-na* Indian boys guided their dugout canoe, fully loaded with just-caught fish, up the shallow river past the marsh and into the tidal flats. It had been a productive fall day off the rocky point which would one day be known as Point Fermin. Now they took care paddling up the shallow river so as not to dump their catch and themselves

holidays, and gave us most of the names by which we know our coastal cities and islands today: San Diego, Santa Catalina, Point Conception and so on. He renamed Cabrillo's 'bay of smokes' San Pedro, after Saint Peter.

crockery, dry goods, hardware and cooking utensils. All goods were traded for local resources: hides, wine and grain. Trading was often done on the spot with hides brought in *carretas* (horse-drawn carts) to the beach to be exchanged di-



In this 1895 photo, a tug is shown pulling the schooner 'Vidette' out the main channel past Deadman's Island (now Treasure Island), while several other schooners are moored offshore awaiting cargo.

back into the water.

Perhaps it was the smoke from the fires of the feast that night in October, 1542, that Juan Rodriguez Cabrillo saw when he sailed by in his caravel *San Salvador*. Even though his mission was to keep sailing north to map and discover new lands for Spain, he made note of the smoke in his log and named the place *Bahia de Los Fumos* — Bay of Smokes — on his chart. The Bay was uninviting to anchor in, however, as it was too exposed to the heavy westerly. He sailed as far as Pigeon Point (which wouldn't be named that for more than 300 years), north of Monterey Bay, before heading back south early the next

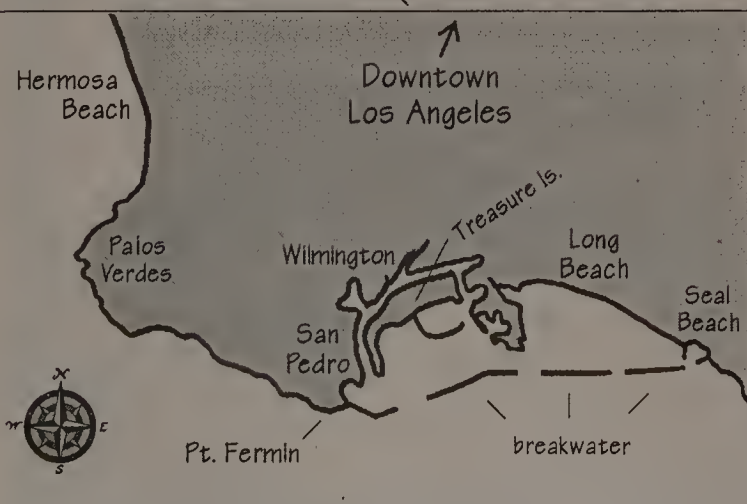
The *Yang-na* Indians' peaceful life continued for more almost two more centuries. Then, in September, 1781, the Spanish marched in and founded the Pueblo de Los Angeles on a river 22 miles inland from San Pedro Bay.

The Spaniards had given land grants to 11 ranchero families settling around Los Angeles. They grew cattle, grain and grapes for wine. Life in pastoral California was simple, feudal and, in retrospect, romantic. But it wasn't long before things started heating up.

rectly for the goods offered aboard ships, which often had to anchor a mile offshore.

Adding further to the influx of population, gold was discovered in Placeteria Canyon, north of Mission San Fernando, on March 9, 1842. This was six years before the Sutter's Mill discovery to the north. It didn't cause nearly the hubbub,

At the turn of the century, Southern California's tremendous needs for construction materials provided a thriving market for lumber schooners such as these, which had just come in from Eureka.



year. It will never be known if Cabrillo gave any further thought to meeting with the people at the Bay of Smokes. Upon his return to the area, he died aboard ship at San Miguel Island and was buried there.

Sixty years later, the explorer Vizcaino rolled through town naming everything in sight. He was big on saints and religious

Mexico gained independence from Spain in 1821 and loosely 'owned' California — alongside a hardy breed of Yanks called 'Californios' — for the next 25 years. British ships were the first commercial ships to bring in goods from world ports during the 1830s and '40s, exotics such as cashmere shawls, silk stockings, Irish linen, tea, perfume and jewelry. To the north, Russian fur traders established trading posts and started

harvesting the plentiful stocks of otter and seal. All were looking to establish enough of a foothold in the new territory that, when push came to shove, they'd be doing the shoving.

Meanwhile, easterners were also busy anteing up their hand. Boston merchants kept up a constant supply of furniture,





# THE BIRTH OF SAN PEDRO HARBOR

but it certainly helped put San Pedro on the map — and prepare California for the rush to come.

Things came to a head in 1846 when the Californios staged the Bear Flag Revolt to take over the territory. The signing of the Treaty of Cahuenga in early 1847 signalled the end of hostilities with Mexico and a year later, a carpenter in the employ of John Sutter found a few shiny nuggets at the site of a new mill race on the American River. It was a busy three years.

**T**hough it was several days' ride to the north, the gold rush of '48-'49 had a great influence on turning Los Angeles into a boom town, primarily as a 'hub' port to ship needed supplies to the arriving multitude of miners in the north

— beef, wine, fruits, vegetables, etc. The number of arriving and departing ships at what is now Wilmington rose dramatically — as did the need for a 'real' harbor. Skip-

pers grew weary of having to anchor out as far as three miles, then take their goods ashore by small, shallow-draft lighters.

It took a young man of vision to see the trading potential the area had. His name was Phineas Banning, just 21 years old and newly arrived from Wilmington, Delaware. He had secured a position as a clerk aboard a cargo ship that landed in San Pedro in 1851. His first commercial enterprise was row-

ing out to anchored ships in a small rental boat, and selling fresh water to the crews for a dollar a keg. From this activity, his enterprise quickly expanded to building



*After arriving from the East at age 21, Phineas Banning's entrepreneurial spirit brought him fame and fortune.*



*Photographed in 1883, the schooner 'General Banning', shuttled passengers and cargo between Wilmington and San Francisco.*

and using flat bottom barges and several side-wheel steam tugs to transport freight and passengers from arriving vessels. The beach area where his passengers landed was the marshy area near the river outlet, known as New San Pedro.

As his empire and vision progressed, he purchased 1,200 acres of this land — at \$1.50 per acre — and renamed it Wilmington in honor of his hometown. As traffic at the port increased in 1861, Banning constructed a shallow-draft 'water taxi' called *Ada Hancock*, the first of a dozen small ships that would come out of his yards. The *Hancock* was about 60 feet long and could handle a large number of passengers that were now calling on Los Angeles. Unfortunately, while on an excursion run in 1863, the *Ada Hancock* blew up, killing 26 people.

Adding to his lighter transportation business, Banning established a freight and stage coach company to transport people and goods to and from Los Angeles. One of his stage coach drivers was a rangy teenager who would later carve a legend of his own, Wyatt Earp.

The Civil War provided another shot in the arm to the growing port. Wilmington flourished as Army supplies headed for nearby Camp Drum were landed there. (Perhaps Camp Drum's most famous footnote in history is its use of camels to carry supplies across the deserts.)

Banning also realized the need for a railroad to haul people and goods from a new wharf being built near today's St. Vincent-Thomas Bridge to Los Angeles. By this time a state senator, Banning pushed for a bill to improve what is now Los Angeles Harbor. State funding was provided for construction of the first breakwater near his wharf. The work on this 6,700 foot jetty starting near Pt. Fermin began in 1871 and was completed in 1874 from





# FROM MUDFLATS TO MEGA-PORT —

Rattlesnake Island — now Terminal Island — to Deadmans' Island — today known as Angel's Gate. The rocks used were quarried on Catalina, which Banning also owned at the time. It wasn't until 1912 that the jetty was extended some 11,000 feet south to Long Beach, thereby providing an outer harbor.

The shallow entrance and inner harbor remained a problem. At low tide, the entrance to the estuary left 18 inches, and at high tide only four to seven feet of water. So 1871 also marked the first year that dredging took place. Initial work created a channel 16 to 18 feet deep. Los Angeles was well on its way to becoming a major terminal.

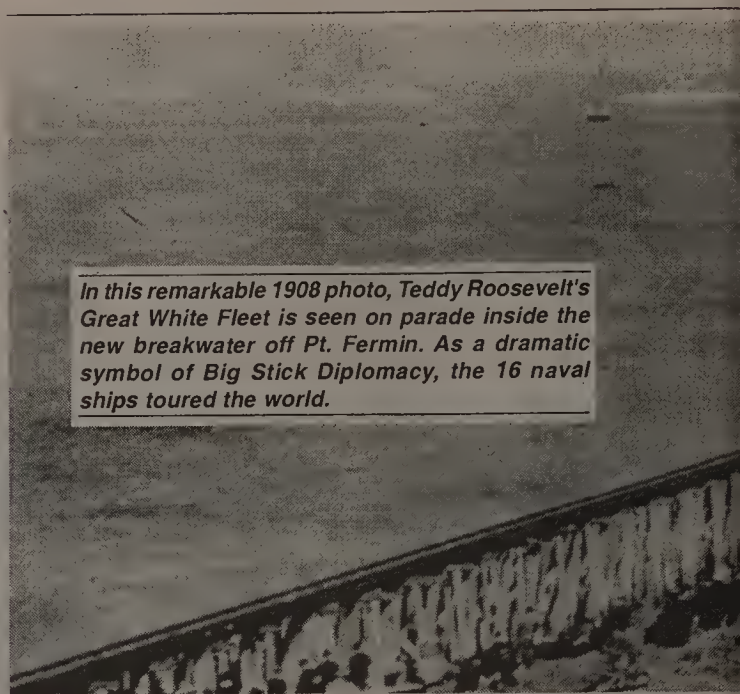
Not everyone was happy with the prospect. Special interest groups created stiff opposition to Wilmington/San Pedro becoming the major terminus. There arose a fight between the 'Free Harbor' interests, who thought the harbor should be city-owned, and other groups who wanted the port located at Santa Monica and under the control of the Southern Pa-

cific Railroad — which not so coincidentally owned the property. The Free Harbor advocates carried the day. So work continued on the harbor at L.A. In 1910, the inner harbor was deepened again to 24 feet.

In the 1870's, Wilmington and San Pedro had a population of about 500 to 600 each and the amount of cargo going in and out of the port was 50,000 tons a year. Up the river, 11,000 people called Los Angeles home. With the competition of the rail line into Los Angeles, people started pouring in. In 20 years, the population had grown to 50,000.

Supplying this growing population kept up a continuous pressure to expand the harbor. The number of ships calling in the new port was increasing all the time. Ships arriving from the East Coast around the Horn were primarily large three, four

*In this remarkable 1908 photo, Teddy Roosevelt's Great White Fleet is seen on parade inside the new breakwater off Pt. Fermin. As a dramatic symbol of Big Stick Diplomacy, the 16 naval ships toured the world.*

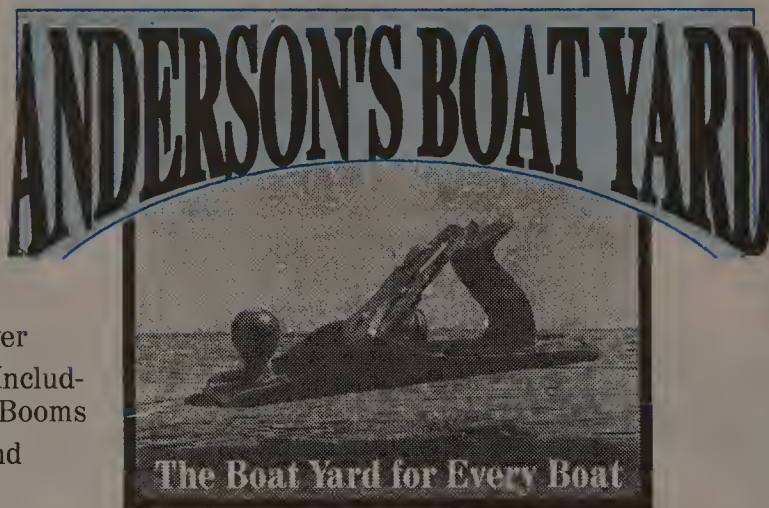


or five-masters. Somewhat smaller vessels did their best to supply the area with an insatiable need for lumber from the mills to the north. It wasn't uncommon to see a dozen or more three to four-masted schooners unloading at the wharfs at a time. These schooners could

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# THE BIRTH OF SAN PEDRO HARBOR



vegetable production, as well as flour, machinery, boots, furniture, wheat, canned goods, gunpowder, bricks and many types of leather goods. These items were exported not only to the East, but to ports worldwide. Imports included coffee, tea, liquor, tobacco, clothing, salt, spices, ironware and coal (for heat and steam engines).

It was also at this time that schooners were being converted to auxiliary steamers using a new compound engine of around 100 horsepower. And again, Phineas Banning knew an opportunity when he

saw it. In addition to building 21 commercial sailing vessels and 13 river steamers, Banning's Wilmington shipyard also did a number of steam conversions.

When oil was discovered in 1892 at the Doheny Field, at what is now Second Street and Glendale Boulevard, and at

Signal Hill (near Long Beach), the steam schooners and side wheelers began to switch from coal to oil, and California started tapping into yet another natural resource. Before long, steam-driven tugs were everywhere guiding ships in and out of the new harbor.

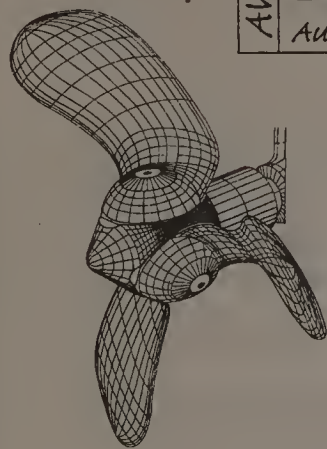
It is difficult to say when the San Pedro Harbor was 'completed', as new facilities were constantly being added — such as new wharfs, loading equipment, small boat marinas and so on. San Pedro and Wilmington Harbors all became the Los Angeles Harbor, or Port Los Angeles, through consolidation in 1912. Today it is called World Port Los Angeles.

From the peaceful, quiet days of the Yang-na Indians paddling up a two-foot deep river to the tidal flat marshes, to one of the world's largest ports today, the transformation of Los Angeles Harbor is nothing short of a miracle. Or more accurately, as one journalist noted at the dedication of the jetty completion, "a mud flat miracle."

— jevne haugan

range from 200 to 1,000 tons, and carry up to 100,000 board feet of lumber each. It wasn't unusual to see the wharfs stacked 20 to 30 feet high with lumber.

By the late 19th century, California was already showing its potential as the golden state. It led the nation in fruit and



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# MAX EBB

My own reflection gazed up at me from the glassy surface of the Bay. It was uninterrupted by even a bubble I could use to judge our progress, or lack thereof. "What's for lunch?" asked the jib trimmer, now that he had nothing to do.

"Crab salad on Kaiser roll," answered the foredeck crew, already deep into the icebox.

"Yum, throw one up!" said the trimmer.

"There are snacks and drinks down there too," I said as I looked up to survey the dismal scene around us. Sails hung limp everywhere, and most of our fleet had anchored.

Unfortunately, our most serious competitor had gotten their hook down at about the same time that we had. Even though we did it quickly and silently, we were not rewarded with the expected big gain on the boat we really wanted to beat. Sandwiches were passed up, and as we unwrapped them a gull circled once and landed on the water just a few feet away. "At least something's breaking the surface tension this afternoon," joked the trimmer. "Now we have bubbles to watch." The bubbles indicated about a knot of adverse current, and the surface of the Bay still indicated not a breath of wind from horizon to horizon.

"Anyone for soft drinks? Cookies?" came the foredeck crew's voice from the companionway.

"Sure, pass up the cookies!" said the trimmer. "We could be here for a while. "Max, what did you say the time limit is?"

"No finish counts after 5 p.m.," I quoted from the sailing instructions. "So if the wind fills anytime before about 4:15 we can still make it."

CHRISTINE WEAVER



*The odd-looking Tramp-O-Foil is like a helicopter: It looks like it shouldn't work, but it does. The builder claims 11 knots top speed, one hour longest duration, 6 miles longest 'flight.' Europeans are going crazy over the odd-looking gadget, with clubs forming and races being held.*

a sharp contrast to the tension of the close race now in suspended animation.

On other boats the crews were finding other ways to amuse themselves. Some anchored close enough to aim long-range water guns at each other. Some threw footballs or Frisbees. Some got out TV sets and turned on the game. One daring swimmer did a high dive off a lower spreader.

And one large cruising type boat even launched a small dinghy — actually a sort of kayak — to pay social calls around the

"Hey, it only weighs 40 pounds," he explained as he reversed direction with a few quick strokes, "and it's only 9 feet long." But he could see I still thought he was crazy.

"Ever since we did a bareboat charter in the Caribbean with a couple of these things on board," he explained further, "we've never taken our big boat anywhere without at least one aboard. Actually, I figured I'd get a chance to paddle around during the usual pre-start postponement, but this is turning out to be even more fun."

"Looks a bit small to be stable without some active help from the paddle," I surmised.

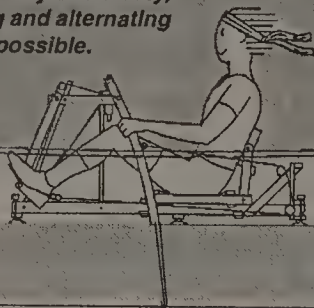
"Naw." He dismissed my concern by holding the paddle up over his head. "The hull shape is flared out to a really wide beam on the waterline, then carried aft to a flat, wide stern. These little toys are the most idiot-proof floating objects ever made."

"A good call for today's conditions," said one of my crew.

"You do get your butt wet, though," said the paddler as he took a few easy strokes and headed off toward another large boat anchored a few hundred yards cross-tide from us.

"Hope the wind doesn't fill in too quickly," remarked another one of my

*The Frontrower oars lift, dip and feather automatically. The system can be operated by arms only, legs only or both, and both rowing and alternating strokes (like kayak paddling) are possible.*



"Not even 2 yet," he said as he glanced at his watch. Then he turned and yelled back down the hatch. "What kind of drinks are in there?"

My provisioning met with the crew's approval, and we tried to enjoy the relaxed pace of riding helplessly at anchor,

fleet. He paddled over in our direction.

"You must be new at this," I joked with the paddler, who appeared to be having more fun than anyone else on the Bay at that particular moment. "You're not supposed to carry a dinghy on board during a race," I said as he coasted around our stern. "It simply isn't done."



crew as the kayak departed. "The rules say your boat can't start racing again 'til you're back on board!"

Thus alerted to the possibility of other appropriate uses for the surface of the Bay, especially when the wind was absolutely dead flat calm, it was no great surprise to see another kayak

paddle within range. It was a surprise, however, to see who was paddling it — or rather, holding a double paddle and coasting toward us.

"Yo, Max" hailed Lee Helm as the distance closed.

Except that she wasn't coasting. We hadn't seen the paddle touch the water, yet she was gliding along towards us at a steady three knots. As she got closer we could see her legs working, pumping on foot pedals, although it didn't look like she was pumping particularly hard.

"A propeller boat for a propeller-head!" teased my jib trimmer, referring to her status as a grad student in naval architecture.

"As if you're going anywhere with sails today!" she replied. "And like, it's no ordinary propeller under there."

"Is that one of those new things from Hobie?" asked the foredeck crew, "with those flexible blades that flip back and forth?"

"Reciprocating propeller blades," confirmed Lee.

"They look like surfboard skegs, and work like little sails waving back and forth," said the trimmer, "and they 'tack' with each flap. Saw it at the boat show; really amazing."

Before I could say anything, he invited Lee aboard for lunch.

"Right place at the right time!" said Lee as we tied the kayak along the port side. Before she came aboard, she removed the drive unit, lifting it out of a slot in the boat like a daggerboard. The module included the two 'propeller' blades, the pedals, and the chain-and-sprocket power transmission mechanism. We passed it around so we could marvel at its cleverness and novelty while Lee mooched a sandwich.

"So they just swish back and forth like swim fins," said the foredeck crew

"Is the reciprocating motion better than

*"The Katzmayer effect is when a negative drag coefficient is observed from a very efficient foil in unsteady flow," said Lee, as if that made everything perfectly clear.*

a circular bicycle pedal motion?" asked the trimmer.

"Nobody seems to know," Lee answered. "There's some recovery of the downwash from the blade in front — but there's also a starting vortex loss on each stroke reversal. One neat feature is that it allows variable stroke length, which circular pedals don't."

"Do you get more power out of your legs than your arms?" I asked.

"I think the physiological limitations impose about the same limit, regardless of muscle group," she answered. "But like, for out-of-shape casual users, the legs have more power than the arms. They say it's



in minutes you'll have a gaggle. Same with paddlecraft. Just a few minutes after we had Lee's kayak engine on deck for inspection, another strange craft hove up into visual range.

The hull was a traditional open canoe.

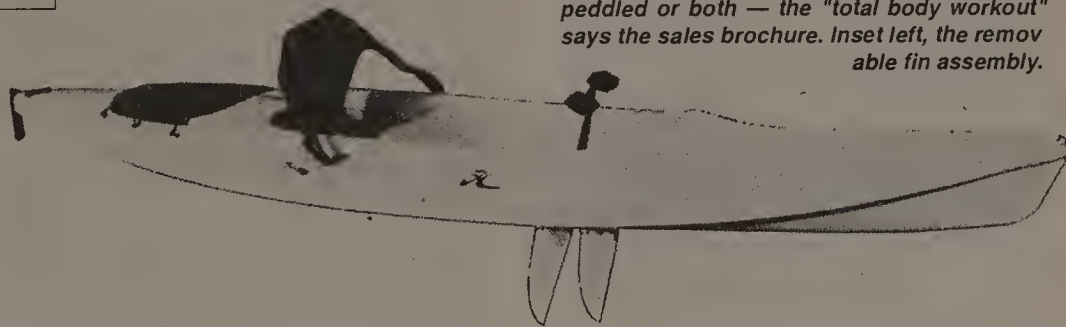
But instead of canoe paddles, it was propelled by short, more-or-less conventional looking oars. The strange thing was that there were no oarlocks on the rails.

Instead, the two

oars pivoted at the tips of their handles, which appeared to be attached to a center console. Even more remarkably, the rower was facing forward, not aft. He seemed to be alternating between using his feet and his hands to move the boat. As he got closer, we could see the most remarkable feature of all: the oar blades were stroking, feathering, and returning all by themselves! The 'rower' was working foot pedals, watching the scenery, and his hands were completely free.

"Hey, is that one of those Hobie Hydro-Sail Drive kayaks?" he said as he retracted the oars forward as far as they

*Brought to you by the same people who make the TriFoiler and ever-popular Hobie 16, the Hobie Hydro-Sail Kayak can be paddled, peddled or both — the "total body workout" says the sales brochure. Inset left, the removable fin assembly.*



also easier for beginners to use than a conventional kayak, because steering is with the rudder and remote tiller handle.

The seagull came closer, eyeing the mechanism suspiciously.

What I like about it most is that you don't get water dripping all over you from the paddle blades — unless, like, you go into overdrive sprint mode and use the paddle and peddles at the same time. The boat with the drive unit sells for around \$1,200, I'm told."

If you toss a bread crumb to one gull,

could go and coasted up to our starboard side.

"For sure," said Lee. "Come aboard and have a look. "But, like, what is that contraption?"

He threw us a very thin bow painter and we secured the canoe so that it trailed back in the current.

"It's the Frontrower forward facing rowing system. Retrofits into almost any canoe or ocean shell. Costs \$1,300 and weighs only 25 pounds, including oars."

"Have some cookies," offered the trimmer, giving away more of our provisions.

"Thanks, don't mind if I do," he said



# MAX EBB

as he snared a large handful from the box. "It's at least as efficient as the usual sliding seat and outrigger arrangement on high-performance pulling boats, mainly because the rower's center of gravity stays in the same place, so there's no increased drag from surging and pitching."

I offered him a soft drink, which he also graciously accepted. Then it was down to business.

"I have a disabled friend who uses this rig," he explained, gesturing towards the machine. He has almost no use of his arms. But he's interested in a kayak too, and curious about the Hobie."

"You can try it out if you want," said Lee between bites of crab salad. "Just slide the drive module back into the slot, this end forward..."

She handed him the module, and after drinking some soda and eating a few cookies, he was over the side.

"Okay if I check out your canoe?" asked my foredeck crew.

"By all means," said the canoe's owner. "Nothing about it that doesn't explain itself. In fact, I'll race you..."

The contest was on. But it was not much of a contest, with the 17-ft canoe enjoying a clear hullspeed advantage over the 12½-ft kayak. At one point our guest — sprinting the Hobie practically up onto a plane with feet and paddles both at full stroke — threatened to pass the canoe in feet-only mode. But our foredeck crew simply put his hands back on the oars and pulled ahead.

What would happen if both systems were on identical hulls?" I asked Lee. "Isn't it true that propellers, even goofy ones with reciprocating blades, are inherently more efficient than oars or paddles?"

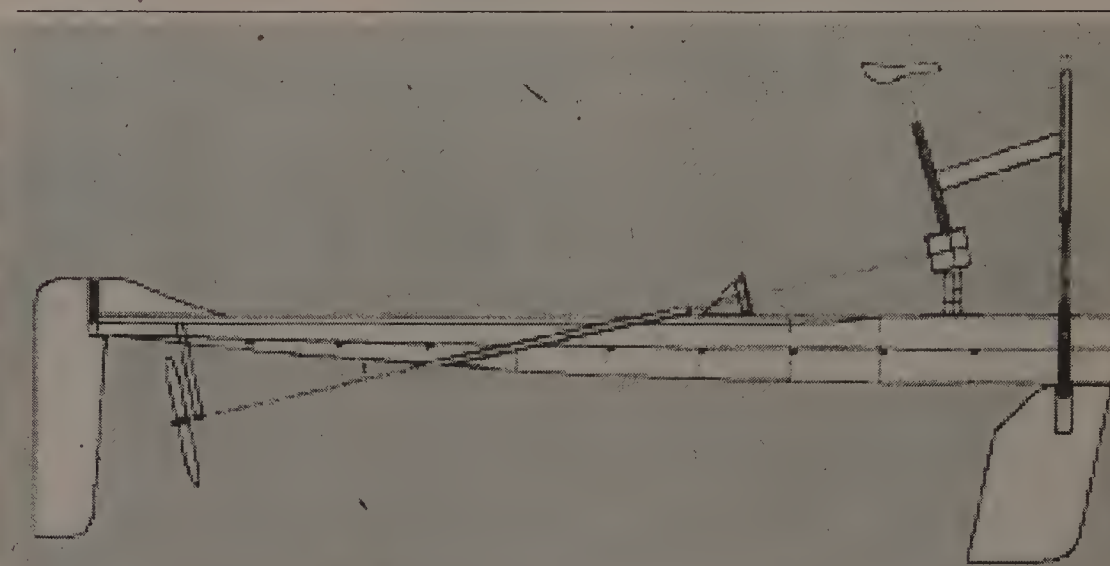
"Why should they be?" asked Lee.

"Well, I don't know," I fumbled. "I'd guess for the same reason that propellers are more efficient than paddlewheels on steamships."

"And like, why would that be?" she pressed.

"I don't know!" I threw up my hands.

"Toward the end of the 19th Century," stated Lee, "articulating paddlewheels had been developed with foil-shaped blades that changed angle during the wheel's rotation. They worked every bit as efficiently as propeller blades, but operational problems made them much less practical than propellers. Oar designers could probably learn something from those articulated blades, though, because the oar blade is just a paddlewheel paddle turned sideways. It doesn't just move aft. Viewed from the water, it moves sideways



*The WaterBike, a sort of BMX for the water, is 20 feet long, yet weighs only 60 pounds. Top pedaling speed is 11 knots in flat water, but experts have reached speeds of over 16 — surfing!*

and twists. And minimizing losses from these secondary motions is the whole deal with oar design."

"But the propeller-driven peddle boats I've seen" said my trimmer, "are really, really slow compared to just about any rowboat. Even rowing a peddleboat hull, I can go faster than with the peddles and propeller. Why are the oars so much better than propellers?"

"Those human-powered hydrofoils use propellers," said another crew. "And what's the record, 18 knots or something? I'm with Max. I thought propellers were much more efficient than oars."

"Depends on the speed," said the trimmer.

"It's basic momentum and energy relationships," said Lee. "Think of it this way: You get forward thrust by adding backwards momentum to the water. That is, take water that's already moving backwards, relative to the boat, and push it backward a little faster. You get forward thrust because momentum is conserved."

"So pushing water back faster makes you go faster, right?"

"Nope, momentum is speed times mass. You can push a little water back very fast, or you can push a lot of water back very slowly for the same momentum change and the same thrust. Which would you rather do?"

No one was ready for a pop quiz, and Lee had to prompt for the answer.

"Think of how much energy you'll put into the water that you push back," she said. Kinetic energy isn't mass times speed, it's mass times speed squared. So

if you take half as much water and push it back twice as fast, you'll get the same momentum — but it will require four times as much work."

"Ah, I get it," said the trimmer, finally catching on. (I was glad someone was catching on). "That's why it's more efficient to use a big propeller instead of a small one, or a big oar blade."

"Right. I mean, like, if you can take a lot of water and just push it back a little bit, you can approach 100% efficiency with the propulsion device. That's what you do when you push on the bottom with a pole. You push a very large mass — the earth — backwards at a very low speed. But with a paddle or a propeller, you push a much smaller mass — some water — backwards with much more speed change, and more kinetic energy is left behind in your slipstream."

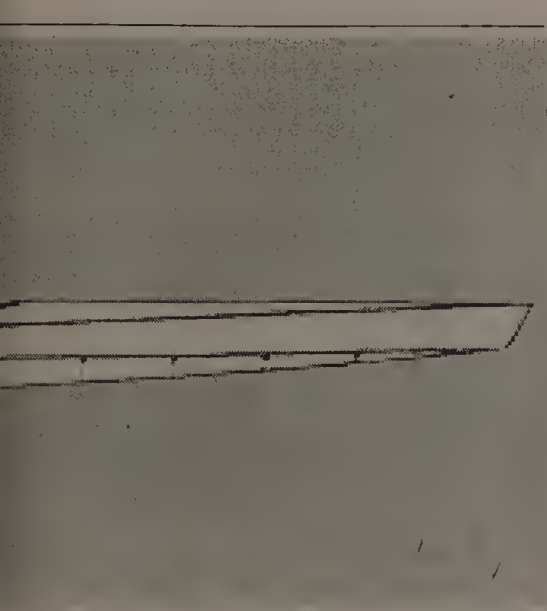
"Okay," I said, thinking I might be catching on. "That explains why slow boats are better off with big propellers and deep reduction ratios. To get the same thrust with the slowest slipstream, you need to act on the largest possible cross-section of water."

"Very good!" she said, more than a little condescendingly.

"But then, by the same reasoning," I continued, "the oars or paddles with the biggest blades should be the most efficient."

"No, because an oar blade has to enter the water, move away from the boat at the beginning of the stroke, twist in the





water during the stroke, and move back toward the boat at the end of the stroke. That twisting in place is an especially good way to lose energy, so oar design is a trade-off between, like, blades big enough to minimize slip, and small enough to twist in the water easily. And the various curves in the blade are supposed to recover some thrust from the out-in motion at the same time. But like, those articulated paddlewheel paddles did it much better."

"Back to propellers for a minute," said the trimmer. "Is it always more efficient to use a big one turning slow than a small one at high RPM?"

"No, because frictional resistance takes over at some point, But that point is usually pretty fast. It's safe to say that all recreational displacement boats and all but very fast planing boats have propellers that are too small, because of cost and geometric limitations, like making it fit between the bottom of the boat and the bottom of the Bay, and keeping the shaft angle within reason."

Meanwhile the two foot-powered boats were ending their seatrials and returning for more food and drink. But the gaggle had not finished assembling. As Lee was helping the Frontrower guy out of her kayak, we spotted something that seemed to impress her quite a bit.

"Cool," was all she could say.

What we saw approaching looked like a single racing shell with part of a bicycle frame on top and a long, angled propeller shaft disappearing through the deck back aft. It was moving at what seemed to us

becalmed sailors to be an amazing speed — probably approaching 10 knots. The rider, a woman wearing a green and orange bicycle jersey and a lifejacket, executed a close fly-by and then did a graceful banked turn before slowing down alongside to say hello. The hull must have been about 20 feet long and only a few inches wide.

"What is that thing called?" I asked.

"And what keeps it from rolling right over?" asked the trimmer.

It's called the WaveBike," explained the rider. "Got a big fin attached to the handlebars to keep it right side up. All it takes is a quarter knot of forward speed, and I can stay upright."

She wasn't dressed for even the possibility of a dunking.

"Um, what happens if you do stop?" I asked.

"Kickstands!" she answered. She extended two long folding arms with floats on the ends, allowed the craft to come to a full stop, and let go of the handlebars. "Look ma, no hands!"

Is this a commercial product?" asked another one of my crew, "or a custom creation?"

"They should be in production later this year," was the answer. "Probably at a price point around \$2,500."

"What's the propeller diameter?" asked Lee.

"Eighteen inches," she said. "Two thin blades, like an airplane propeller."

"For sure," Lee seemed to approve. "How does it do against a single racing shell?"

"Haven't raced against one yet," she said. "But I'd love to, especially in a bit of chop. Meanwhile, I'll bet you can't beat me with that Frontrower!"

"No way I'd ever try," said Lee. "But like,

'kickstand' controls she was off, and yet another guest was offered a sandwich, some cookies, and a cool drink.

In turn, the WaveBiker offered us some extra power bars from her pack. My foredeck crew and trimmer hopped in the Hobie and the Frontrower, and with all the would-be propeller-heads off the boat we had a nice chat about the differences between the bicycle culture and the world of human powered boats. I hoped my crew didn't stray too far, just in case some wind found us. But my worries were unfounded. It remained dead flat.

"Far out!" Lee exclaimed as she finally came back alongside, having buzzed most of the boats in our fleet at speeds that she described as 'significant.'

"That," said Lee as she extended the kickstands, "is the most awesome machine ever seen on the water that didn't have sails..."

But Lee's sentence stopped short suddenly.

"Um, like, I mean... until right now..." Her eyes opened wider and her jaw hung down. I had never before seen Lee Helm speechless. She pointed at something. We all turned and looked, and more eyes widened and more jaws fell.

The approaching, uh, 'vessel' had no hull, no pontoons, and no visible foils or other means of flotation or lift. All we could see was three spindly struts disappearing into the water. It was going almost as fast as the WaveBike had been, maybe faster. Hard to tell without a hull. The operator wasn't peddling, rowing, paddling cranking. He was just jumping up and down.

"Can't stop!" he waved cheerfully as he bounced past us, leaving a series of undulating stern waves behind his device.

"NOW I've seen everything," said Lee. "A hydrofoil propelled by Katzmayer effect."

"What in heck is that?" I asked.

"I've seen the web page for that ma-

*"Is it always more efficient to use a big one turning slow than a small one at high RPM?"*

if you want to try out the Frontrunner, I think the owner would probably let you take a spin."

Lee wanted a WaveBike ride in a bad way, and after some increasingly obvious hints she finally obtained the invitation. After a quick briefing on the use of the

chine," said the owner of the Frontrower. "It's called the Tramp-O-Foil. Made in Sweden. You can buy one for \$1,200. There's a big flexible hydrofoil under that platform that he's jumping up and down on, and a smaller foil in front for steering and pitch control."



"But, what's the Katzen-whatsit effect?"

"The Katzmayer effect is when a negative drag coefficient is observed from a very efficient foil in unsteady flow," explained Lee. As if that made everything perfectly clear.

"How can you ever have a negative drag coefficient?" challenged the trimmer.

"Like, if you look at every little piece of the foil in every little time slice, you can't," said Lee. "But on the average, in unsteady flow, you can."

We looked at her quizzically.

"It's because lift is at right angles to flow, and if lift over drag is big enough, just a small angle of local flow tips the lift vector enough so that its forward component is bigger than the drag."

We must have still looked confused, because she kept repeating it in ever simpler terms.

"Think of a sailboat in wind with so much turbulence that the wind is alter-

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Here's where to find out more about human-powered watercraft.

- <http://www.wildsys.com/kayaks.html> — Wilderness Systems 'sit-on-top' 9.5' Riot (\$450).
- <http://www.hobie.com/kayaks.htm> — Hobie Hydro-Sail drive
- <http://www.by-the-sea.com/motion.html> — Frontrower
- <http://www.wavebike.com/> — The WaveBike.
- <http://www.trampofoil.se/> — The Tramp-O-Foil.
- <http://lancet.mit.edu/deccavator/> — Human-powered hydrofoils
- <http://www.thpva.org/> — The International Human Powered Vehicle Association

nately blowing from 45 degrees off the port bow and 45 degrees off the starboard bow. If all you know is the average wind direction, and you average the forces, it looks like negative drag, straight into the wind."

It was almost making sense, but any

further pondering would have to be done without Lee's continued 'dumbing down' of the explanation. Because the next thing we noticed was a dark line on the horizon, way out to the west.

"Wind line!" someone shouted.

We sprang into action, shifting the jib away from the side we thought the wind would fill from, and making ready to pull in the anchor.

All three of our guests — Lee, the Frontrower guy, and the woman with the WaveBike — scrambled back to their respective machines and took off.

There would be just enough time for me to have my sandwich before the new breeze hit. That is, if there had been any sandwiches left. All the cookies were gone, too. Human-powered, indeed, I thought to myself. Food-powered is more like it.

Well, there's always those power bars.

— max ebb

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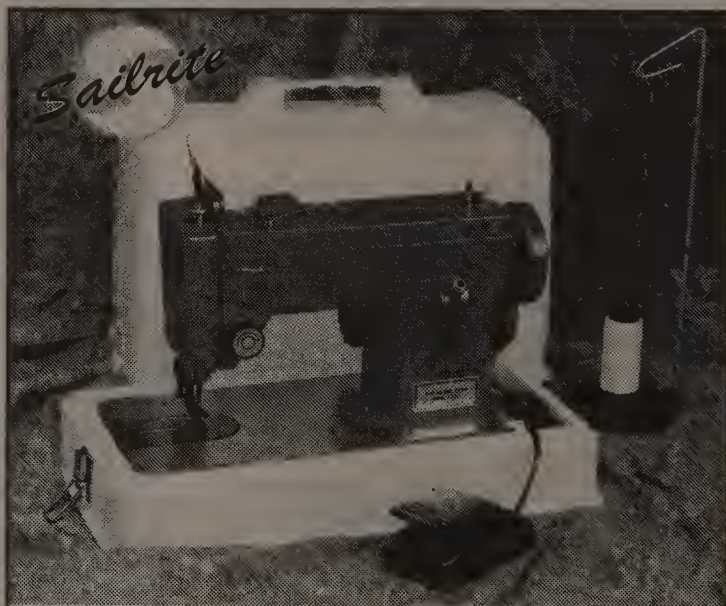
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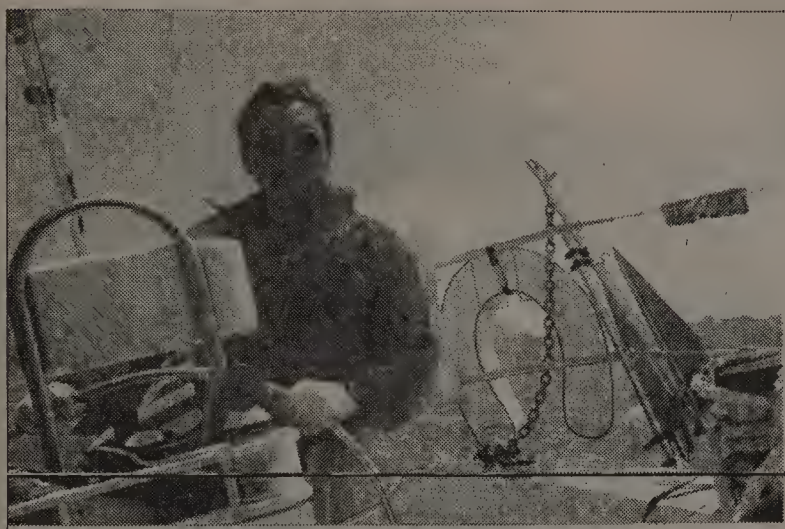
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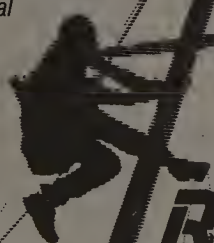
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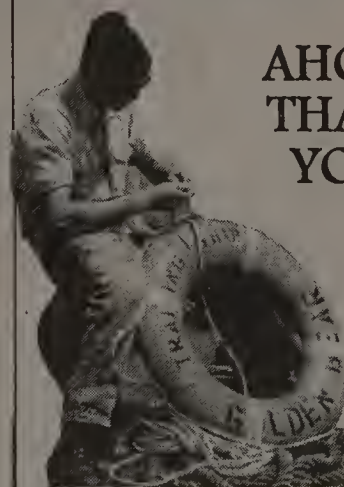
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# TURTLE TALES —

If there's a God, he or she sure has a sadistic sense of humor. That's the thought we couldn't shake as we walked along the dark Banderas Bay beach back to our boat in

tropics, we still felt a bit chilled.

A short while earlier, we'd been in much better spirits as we paid a visit to the Campamento Tortuguero de Nuevo Vallarta. This is a small and simple biological station that operates under the auspices of Mexico's fisheries department.

While Mexico may not be a leader in ecology or marine conservation, they're at least taking baby steps in that direction. This humble station is one such step.

All of Banderas Bay is a sanctuary for Olive Ridley — what a weird name — turtles. These somewhat delicate turtles are an endangered species, but in Mexico — a country where lots of people are in danger of not having enough to eat — that doesn't always count for much. So when the mother turtles come ashore to lay their eggs on the dark beaches of Banderas Bay — and other parts of Mexico — between June and

December, it's not uncommon for poachers to be waiting.

are actually navigation students at Cetmar #6, a techni-

finished, they start a side to side rocking motion that results in

their shells thumping in the sand. Nobody is quite sure why. Unfortunately, the turtles leave distinctive tracks to and from their eggs. It's Cortes and Hernandez' job to spot the tracks and find the eggs before the poachers

do. They then bring them back to the biological station.

The station consists of a small hut about 100 feet from the ocean. It looks like a surfer shack, with an open-air kitchen, a patio, an office, and a couple of places to sleep. About 100 feet to the side is a small shaded area where a couple of adult turtles and hundreds of young ones are kept in plastic tubs. Another



*Abraham and Joel spend six months a year at the station.*

cal and navigation school in nearby La Cruz de Huanacastle. But they also patrol

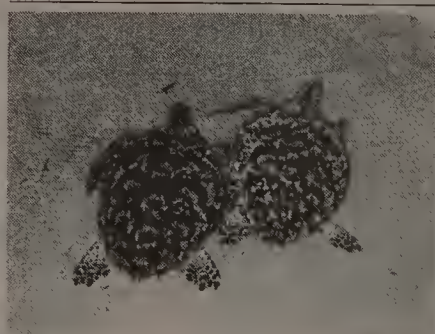
for them. Mother turtles don't stick with their eggs; they lay and split.

This is where Abraham Cortes Mosqueda, 20, and

*Each year, Olive Ridley females return to the same beaches to lay about 100 eggs each.*

Joel Hernandez Lopez, 18, come in. In an attempt to preserve the species, they

*Two adult Olive Ridelies are kept at the station.*



live at the station between June and December. The duo

the beaches looking for both the poachers and eggs using a Yamaha quad — you know, one of those four-wheel motorcycles. Since both poachers and mother turtles prefer the cover of darkness, patrols are mostly done at night.

Each year, Olive Ridley females return to the same beaches to lay about 100 eggs each, which they cover with sand. When they're

*There were turtles for everyone — to set free.*

Paradise Village Marina. Although it was a typically warm December night in the

*One day out of the egg, the turtles swim around like crazy.*





# LONG ODDS ON A HARD SHELL

50 feet further away is what might be called a turtle egg farm.

Each mother's eggs are put into a separate hole, beneath several inches of

they can't afford computers and data processing programs.

According to Cortes and Hernandez, it takes about 45 days for the eggs to hatch.

because after that, they all just lay on top of each other, looking a lot like . . . well, a pile of poop.

But you should see them just a day later in one of the plastic tubs filled with water! These motherless little guys — only about an inch across — swim around like crazy, bumping into other swimmers, into sleeping turtles, and into the sides of the tub. They're on the surface, they're underwa-

ter — they are life force unleashed! The Wanderer found these undeniably cute little guys stealing his hardened heart.

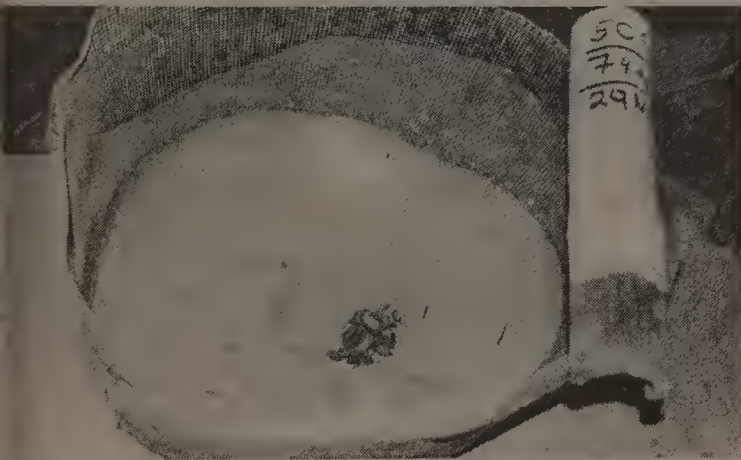
the station each year. Cortes checked the ledger. "Fifty-six thousand." Was he sure? Yes. The young turtles come equipped with a little pouch of food beneath their stomachs. It's about a five-day supply. When the guys are just a day or two old, they have to be released into the ocean where they can start hunting for food.

**W**e were part of a group of about 10 visitors at the station who helped release the turtles on what just happened to be a full moon in December. Cortes and Hernandez



*Joel lights the way for the young turtles.*

were a little disappointed more folks hadn't shown up to participate. Anyway, they brought a big tub of turtles — maybe 250 — down to the water's edge, and drew a line in the sand for everyone to stand behind. Then each person was allowed to pick a turtle and set him on the sand for 'launching'. Hernandez then went out into knee-deep water with a flashlight. When turtles get older, they



*What looks like a little pile of poop is really a bunch of just-hatched turtles.*

Everybody is encouraged to visit the center and observe the process. It's really something to see, as these tiny little guys crack out of their eggs. It must be exhausting work,

We were curious how many such turtles came through

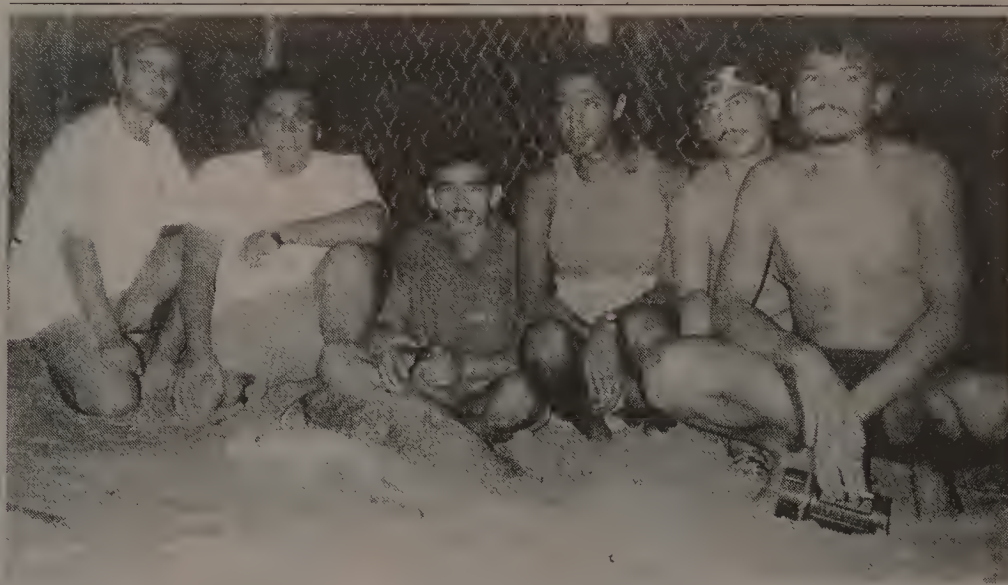
*For such small turtles, they sure bring big smiles. This was launch hour.*





# LONG ODDS ON A HARD SHELL

avoid light. When they're young, they head for it like Mexican teenagers head for discos. Before long, a big bunch of turtles were moving toward the water's edge — and the big surf beyond. Some charged for it, others were more hesitant. Maybe you have to be there, but the sight of these tiny day-old turtles charging off into big breaking waves was — well, it was moving. With just a couple of more days of food left in their pouches, they had to start chomping on plankton. When they got a little older, they'd move on to small shrimp, jellyfish, crabs, snails,



and fish.

Later in the evening, the two young men would release hundreds more of the little turtles.

**W**e went back to the biological station for a few

*Momma turtle comes back once a year to lay 100 eggs.*

minutes, where Hernandez explained that Olive Ridleys reach their full size, about 26 inches long, in about 10 years. Some live to be 60 years old. Then he

gave us the bad news: the survival rate of young turtles is low. Of the 250 turtles we'd help release that evening, only two or three might live to a ripe old age! The rest would be nothing more than tasty morsels in the food chain. Baby and small

turtles are favored snacks, it turns out, of pelicans, bigger fish, sharks, among others.

So what's the story God? You developed this long process that results in the birth of cute and vibrant little turtles — and two hours later they're being gulped down by ugly pelicans they don't even see coming? If that's not sadistic, what is?

If you find yourself in Banderas Bay between June and December, we suggest you visit the 'turtle station' and launch a few young souls toward their destiny, be it six minutes or 60 years of life.

— **latitude 38**

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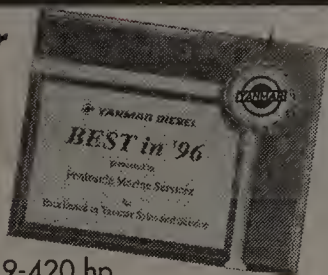
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## SEASON CHAMPIONS, PART III —



—Happy New Year, and welcome back to the third and final installment of our 1998 Bay Area season sailing champions. This month, we'll introduce some of the winners of WBRA (woodies), SBRA (dinghies), SSS (shorthanded) and reveal our picks for *Latitude* 'Sailor of the Year' honors. We've tried to select a representative sample of winners, and regret only that we don't have the time or space to profile everyone whose names appears at the end

*Room at the mark! Tom Burden (#599) leads a herd of El Toros at the recent RYC Midwinters.*

of this brief introduction.

Frankly, we were so distracted by the bombshells in Washington and Iraq — not to mention the holiday swirl — to delve too deeply into the health and welfare of the above-mentioned three organizations. Suffice it to say that the Small Boat Racing Association has seen better days; the Wooden Boat Racing Association was ac-

tually up a little this year (67 entries versus 58 last year); and the Singlehanded Sailing Society continues to be rock-solid.

If you want to do your own research on these groups, new president Bonnie Fraik is the SBRA contact (dial 789-9202 or go to their website, [www.sbra.org](http://www.sbra.org)). WBRA inquiries can be directed to YRA, 771-9500, or Tom Allen at 381-1128. To learn more about SSS, or their popular Three Bridge Fiasco on January 23, call



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incoming commodore Pat Broderick at (707) 528-2109.

Without further ado, please turn the page to meet the final crop of '98 season winners. Congratulations to all!

— **latitude/rkm**

## WBRA:

BEAR — 1) **Chance**, Glenn Treser, AoIYC; 2) **Smokey**, Steve Robertson, StFYC; 3) **Little Dipper**, Joseph Bamara, GGYC. (7 entered; 6 qualified)

IOD — 1) #100, Tad Lacey/Evan Dailey, SFYC; 2) **Prophet**, James Hennefer, StFYC; 3) **Undine**, Adam Wheeler, StFYC. (9 entered; 6 qualified)

## SBRA:

EL TORO, SR. — 1) Dave Vickland, RYC; 2) Tom Burden, FSC; 3) John Amen, RYC. (25 boats)

FINN — 1) John Callahan, NoYC; 2) Brian Pace, RYC; 3) Mo Hart, NoYC. (8 boats)

INTERNATIONAL CANOE — 1) Del Olsen, RYC; 2) Johan Backsin, NoYC. (5 boats)

INTERNATIONAL 14 — 1) Greg Mitchell/Madhaven Thirumalai, RYC; 2) James Beninghaus/Walter

Heym, RYC; 3) R. Arnold/M. Holden, RYC. (15 boats)

JY-15 — 1) Bill Wall/Pat Lindsey, Cal SC. (6 boats)

SNIPER — 1) Robin & Robby Gales, MBYC; 2) Shawn & Debbie Bennett, StFYC; 3) Joe Harvard/various, LMSC. (10 boats)

SUNFISH — 1) Byron Jonk, UASC. (9 members)

THISTLE — 1) Ron Smith/Jim Mayer/Janice Young, IYC; 2) Dale Hinman/Aimee Classen/Jessica Hellman, NoYC; 3) Kris Vogelsong/Keith Williams/Amy Arden, FSC. (15 boats)

VANGUARD 15 — 1) Frank Flannery, NoYC. (10 boats)

505 & LASER — No season winners declared.



# SEASON CHAMPIONS, PART III —

**WBRA**  
**Knarr**  
**Benino**



**Terry Anderlini**  
**St. Francis YC**

After 28 races against an average of 18 starters, San Mateo attorney Terry Anderlini and his "best ever" crew (tactician Mark Adams, John Mounier, Chris Andersen) won by just one point over former Folkboat sailor Tom Reed. "It was as close as it gets," said Anderlini, who also won in '97 and three other times. "We sailed consistently, stayed out of corners and the protest room, and worked hard on our boatspeed and tactics. In this fleet, it's a game of inches, which turn into feet, then yards — you learn to never give up."

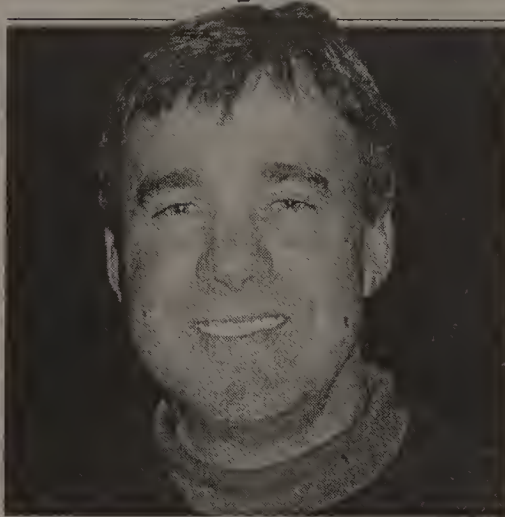
Terry has owned *Benino* ("pretty good" in Italian) for the better part of 30 years. He bought the 37-year-old boat, hull #64, in 1968, but has sold it twice to friends — only to buy it back each time for the same price after a year or so! He owned and raced an Islander 36 briefly, an experience he didn't particularly enjoy ("It was like running a football team"). He enjoys the Knarr fleet's unique blend of good "tactical" racing and social activities, and is hoping to 'three-peat' next year.

A lifelong sailor, Anderlini grew up sailing locally in El Toros and a Teak Lady, going on to a distinguished collegiate sailing career at Tulane. As commodore of StFYC in '96, he engineered that club's mandatory lifejacket rule, which has been in force ever since. "I know it wasn't popular at the time, but I still believe it was the right thing to do," he claimed.

The other highlight of Terry's busy summer was the marriage of his daughter Gina, who works for *AmericaOne*.

2) *Sophia*, Tom Reed, GGYC; 3) *Snaps III*, Knud Wibroe, StFYC. (25 entered; 20 qualified)

**WBRA**  
**Folkboat**  
**Polperro**



**Peter Jeal**  
**Bay View BC**

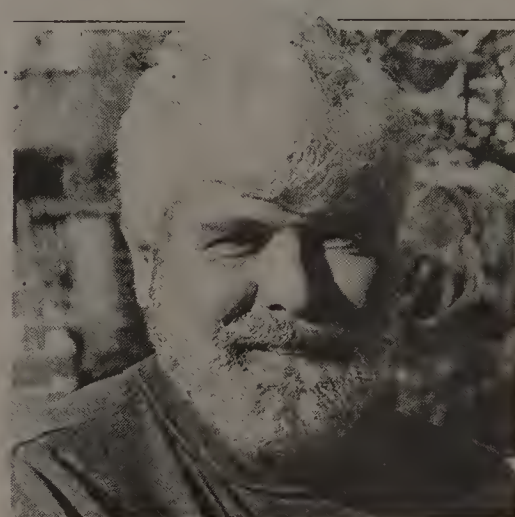
The Folkboat championship could have gone to any of the top three boats going into the final two-race day. "But in the end," laughed *Polperro* owner Peter Jeal, "it went to the better-looking crew!" According to Jeal, a high-end steel furniture designer and manufacturer as well as the local Folkboat class president, any of six or seven boats could win races on a given day. "The class is coming back strong, and is surprisingly competitive," claimed Peter, who estimates there are 60 Folkboats around the Bay Area and 4,000 worldwide, mostly in Scandinavia.

Sixteen of these local lapstrake 'woodies' are actually fiberglass, including *Polperro* (ex-*Volker*). "She was launched in 1990, one of three built by a 'pirate' company in San Francisco called Classic Boatworks," explained Jeal, who moved here from England after finishing college 15 years ago. "I named her after my hometown, a little fishing village in Cornwall." Jeal has owned two Folkboats now — after two years with the wooden *Kaper*, he switched to *Polperro* five years ago. "A good Folkboat goes for around \$10k," he said, "but you can buy a fixer for about \$3k."

After being third for a few years, Jeal finally won the season title. "We started taking it more seriously," he admitted. "My crew — wife Susan Parker and Tom McBroom — have developed confidence in me, and vice versa." Jeal also enjoys the class cruises (Petaluma twice, and Angel Island), as well as the annual awards banquet at the South End Rowing Club.

2) *Galante*, Otto Schreier, TYC; 3) *Freja*, Ed Welch, GGYC. (15 entered; 8 qualified)

**WBRA**  
**Bird**  
**Curlew**



**Jim Josephs**  
**Cal SC**

"Warren G. Harding was the president when *Curlew* was built," noted newly-crowned Bird class champ Jim Josephs. "The year was 1922, and she was the second Bird built by Herb Madden, Sr., at his Sausalito boatyard. Hull #1 was wrecked in 1926, which makes *Curlew* the oldest surviving Bird, sailing in what we believe is the oldest continuously running one design class in America."

Josephs, a San Anselmo-based general contractor, bought *Curlew*, his first boat, in '94. "I think I'm the tenth owner, and it's definitely the first time the boat has won the season championship," claimed Jim. His ascension to the throne began in '95, when he hauled the boat in San Rafael and completely cherried her out — including taking 150 pounds out of the mast! After two seasons going up the learning curve, it all came together in '98.

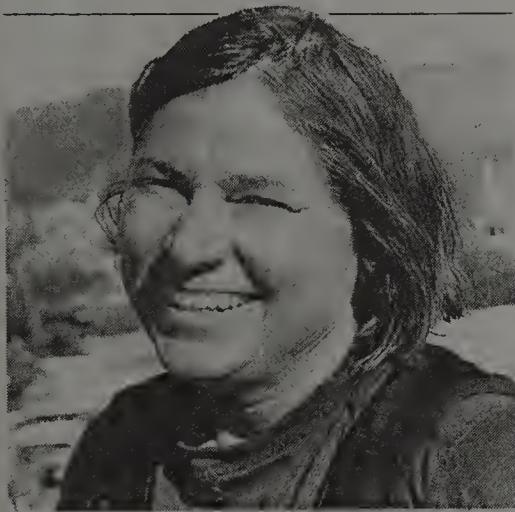
"The keys were a faithful crew (my main man Bob Engman and fellow Bird owner Gunnar Keys of *Mavis*), attending all the races, and our new Hodges mainsail," explained Jim. "Of course, it also helped that Jock MacLean took the year off!"

Out of the 24 Birds built, 22 still survive and 11 still race — pretty remarkable for a 75-year-old class! "They were the hot rods of the Bay in the '20s, and they're still great boats," said Jim, who enjoys working on his steed almost as much as sailing. "It takes a lot of patience to restore an old boat, and maybe it's not for everyone. But once they're back in condition, they're relatively easy to maintain."

2) *Kittiwake*, Robert Fenner, SYC; 3) *Polly*, James Van Dyke, StkSC. (11 entered; 7 qualified)



**SBRA**  
**Byte**  
**#944**



**Dee Hardiman**  
**Richmond YC**

If you didn't know that Dee Hardiman already had a job (she's a data network consultant for AT&T), you'd swear she was a salesperson for Bytes. "They're great boats, perfect for people who weigh between 90 and 150 pounds, and especially good for women and juniors," she enthused. "The class is really friendly and family-oriented, and we especially enjoying hanging out together on the Lake Circuit. Clear Lake was great this summer, and I also liked the Gold Country regatta."

Dee grew up sailing in Long Beach, and learned to race at Girl Scout camp. She did a lot of Bay and ocean racing in the '80s, but gave it up when her daughter Jeanette came along in 1992. "The Byte was a Valentine's Day gift," she explained. "I was sort of depressed, as it's hard to race and raise a small child at the same time. It was a head thing, not giving myself 'permission' to go sailing. My husband Ron has a Finn now, and we've worked out our racing schedules so we can 'tag-team' our parenting duties."

Dee claims she won the Byte title "mostly by showing up for all the races, and because Gail Yando and Michele Logan didn't." Her strength is heavy air: "I outweigh most of the fleet members by 25 pounds," she admitted. "I can 'Elvis' them upwind in hiking conditions!"

A busy person, Dee is also the president of the local elementary school PTA in Richmond. She has her own website, which naturally includes a Byte page ([www.crl.com/~hardiman/bytepage](http://www.crl.com/~hardiman/bytepage)).

2) Barbara Ouellet, LMSC; 3) Karin Knowles, RYC; 4) Gail Yando, RYC. (14 boats)

**SBRA**  
**El Toro, Jr.**  
**Green Devil**



**J.V. Gilmour**  
**Richmond YC**

Anyone who can remember back 20 years will do a double-take the first time they see 12-year-old John Vinton Gilmour, IV, hanging around RYC. With longish blond hair (still streaked a fading green tint from his Smurf Halloween get-up), a skateboard tucked under his arm, and undeniable sailing talent, the comparisons to John Kostecki are inevitable.

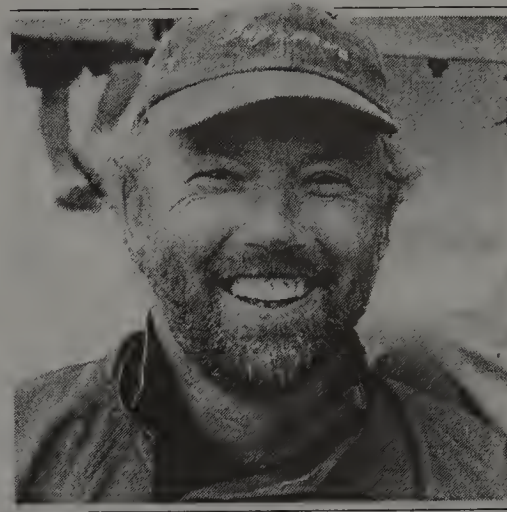
J.V., as he is known, is as launched into a sailing career as a 95-pound sixth grader can be. A fourth generation sailor, he lives on the water in Brickyard Cove with parents Vickie and John, both accomplished dinghy sailors, and 18-year-old sister Whitney, now a freshman on the sailing team at College of Charlestown. J.V. sails his 20-year-old green Caballero El Toro every weekend, and according to his instructors, Mike Schaumburg and John Amen, has really started to "connect the dots" in the last two years.

Besides winning the SBRA title, J.V. won the El Toro Junior Nationals (under 14) on Huntington Lake over a large fleet, as well as the RYC junior program junior championship. He also sailed in the Pram Nationals in Optimists in Charlestown, SC, last summer, the youngest kid to be invited to this prestigious event. And J.V. did the Windjammers Race on the Express 37 *Spindrift V*, as well as Wednesday night races in Stockton with one of his mentors, Jim Warfield, on a 5.5 Meter.

A popular and poised kid, J.V. appears bound for sailing greatness. Next summer, he plans to begin racing Laser IIs.

2) Ben Amen, RYC; 3) Molly Carapiet, RYC; 4) Noel Goodman, RYC. (15 boats)

**SBRA**  
**Wylie Wabbit**  
**Kwazy**



**Colin Moore**  
**Richmond YC**

Berkeley-based naval architect ("big ships, not sailboats") Colin Moore grew up sailing and skiing in Vancouver, BC. His summers were spent club-racing and cruising the Gulf Islands in his family's boats, including a Thunderbird, an Alberg 30, a Martin 29 (half tonner) and a Martin 32. After college, in 1976, he migrated to Berkeley for grad school. "I used to sail a lot on the CF 27 *Zot!*," recalled Colin. "We were always battling with Kim Desenberg and his Wabbit, which I quickly decided was a pretty cool boat."

After crewing on Wabbits for years, as well as a two-year stint in Germany (where he sailed half-tonners on the Elbe), Colin returned to Berkeley and bought *Kwazy*, hull #26, in 1990. Since then, he's won the SBRA championship "five or six times," as well as three Ditch Runs overall, and multiple wins in the Jazz Cup, the Wiver Wun, and at Huntington and Whiskeytown — basically everything but the Nationals. "I really like the downwind races," claimed Colin. "For some reason, the farther north we go, the better we do."

Moore also sails regularly on the Mumm 30 *Peregrine* and the Express 27 *Frog in French*. In addition to the Ditch Run, his favorite annual race, Colin holds the '97 Santa Barbara sprint on *Peregrine* near the top of his sailing experiences.

But he always returns to the Wabbit, which he sails with Glen Garfien, Nathaniel and Rowan Fennell, and Andy Hamilton. "Our fleet is growing again," he noted, "and the competition keeps improving!"

2) Rich Jarratt, Whiskeytown SC; 3) Jon Stewart, Whiskeytown SC. (11 boats)



# SEASON CHAMPIONS, PART III

## SSS Rozinante 28 Honalee



**Dawn & Paul Miller**  
Richmond YC

While Gary Kneeland (Ranger 23, *Impossible*) repeated as SSS singlehanded sailor of the year, doublehanded season honors went to Paul and Dawn Miller aboard their 28-foot wooden double-ender *Honalee*. The Millers, who met while sailing International Canoes, are complete sailors, able to win in dinghies, skiffs or big boats. They also build boats, run regattas, head up organizations, and generally know how to get things done.

That's the good news. The bad news, for the Bay Area sailing community at least, is that they've recently moved to Annapolis, where Paul has been hired as an assistant professor in naval architecture at the Naval Academy. Dawn, a neuroscientist, will have no problem finding a job, but is currently more interested in her flying lessons and looking for a pet dog. They will truck their beloved *Honalee* east soon, having tried only halfheartedly to sell her. "I talked seven potential buyers out of it," Paul admits.

L. Francis Herreshoff designed the *Rozinante*, named after Don Quixote's horse, in 1956, and *Honalee* was built in '62 in Nova Scotia. "She's a great boat for short-handed sailing," commented Paul. "It doesn't require a lot of rail weight, has a versatile rig, and a really easily-driven hull — sort of the WylieCat 30 of its day." Over the five years the Millers raced *Honalee* on the Bay, they sailed 36 races (almost all doublehanded), completed 29, and finished in the top four boats overall an astounding 86% of the time!

Paul and Dawn encourage friends to stay in touch via [millerph@earthlink.net](mailto:millerph@earthlink.net).

## 'Jr. Sailor of the Year' Laser #159044



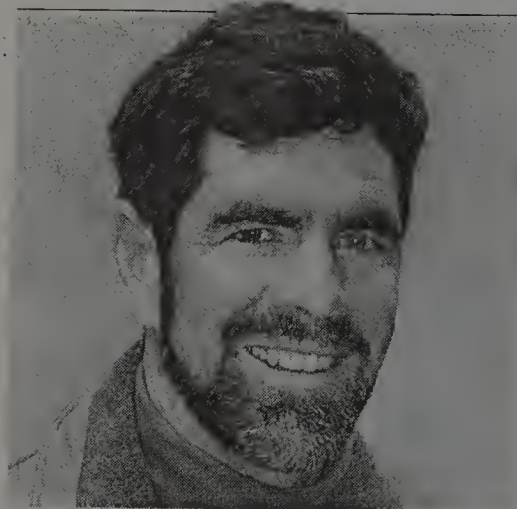
**Robbie Horne**  
St. Francis YC

With an honorable mention to his teammate Joey Pasquali, 16-year-old Robbie Horne of Santa Cruz gets our nod as *Latitude's* Junior Sailor of the Year. Horne, a 6-foot, 165-pound sophomore at Soquel High, had a great year in Lasers, winning the West Marine Fun Regatta and PIYCA's *Chispa* Trophy, among others. "He's really stood above his peers lately," said NCYSA official Hal McCormack. "Robbie also is a nice young man, always eager to help others. He's not a flash kid, just down-to-earth and solid."

Horne came up through the Santa Cruz YC junior sailing program, which his father Mike and late mother Jan, who we're sad to report recently passed away, were driving forces behind. A year ago, Robbie joined the StFYC travelling squad — in fact, he had just returned from the Harken Youth Match Racing Series in Sydney with Pasquali and skipper Chuck Asper when we caught up with him. Next up, the Orange Bowl in Florida, a Junior Olympics type regatta that will be held between Christmas and New Year's.

Robbie, who lives a block from the beach and a five-minute bike ride from SCYC, also races on his high school sailing team. He enjoys surfing and snowboarding, too, but sailing is his main passion at the moment — and he literally has dozens of trophies already. "I couldn't have gotten this far without the support of my parents," he claimed, citing Morgan Larson, Kevin Hall, Dave Shelton and Bruce Edwards as other influences. Robbie is looking forward to collegiate sailing, and "maybe a 470 campaign."

## 'Sailor of the Year' Whitbread 60 EF Language



**Mark Rudiger**  
San Francisco YC

Gary Jobson called him "one of the two best navigators in the world today." Paul Cayard described him as "an awesome talent." For those and many other reasons, we're naming Sausalito's Mark Rudiger the *Latitude 38* Sailor of the Year. Honorable mentions go to Paul Cayard (who will certainly win the '98 Rolex Award), Kimo Worthington and the entire *EFL* crew.

Having 'grown up' together — Mark and Bill Edinger founded Edinger Marine about the same time *Latitude* started in the late '70s — we've watched Rudiger rise through the ranks from hot local singlehander to his current status as an internationally renowned offshore navigator.

His pages-long resumé includes three first-to-finishes in the TransPac — including the incredible 'stunt' finish of the dismantled, jury-rigged Andrews 70+ *Cheval* in 1995; second in the Carlsberg Singlehanded TransAtlantic Race (CSTAR); multiple wins up and down the coast on the SC 70 *Silver Bullet* and, more recently, the Farr 80 *Sayonara*, and, of course, the jewel in the crown: guiding Paul Cayard's *EF Language* to overall victory in the '97-'98 Whitbread Race.

By now everyone knows that Cinderella story. Rudiger was only supposed to do a couple of legs, but when the original navigator quit unexpectedly, Mark was quickly drafted for the whole enchilada. *EFL's* darkhorse chances were revised even lower by oddsmakers. But, largely due to the talents of a tall, soft-spoken 44-year-old navigator from Sausalito, they won Leg I by a huge margin — and never looked back after that. Congratulations, Mark.



# BottomSiders

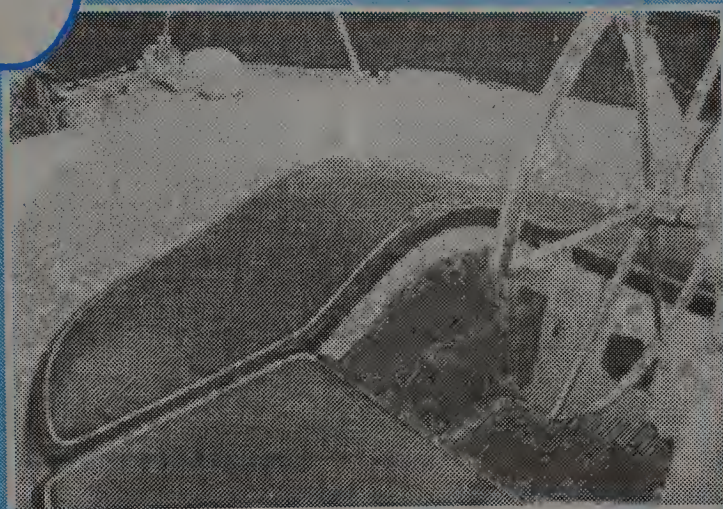
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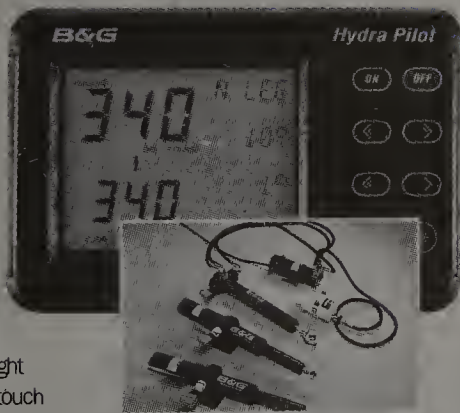
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# 1999 CREW LIST —

If there were ever times to try mens' souls, these are it . . . er. . . them. We gotta think even Will Rogers would be ticked off and naming all the guys he didn't like. High crimes and misdemeanors, indeed. From our point of view, the weapons of mass destruction we should fear most are not in Iraq. They're

## I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

BOAT TYPE / SIZE \_\_\_\_\_

### I / WE PLAN TO RACE:

(check as many as apply)

- |  |                                |
|--|--------------------------------|
| 1) _____ San Francisco Bay                 | a) _____ Handicap              |
| 2) _____ Monterey/Santa Cruz               | b) _____ One Design            |
| 3) _____ Ocean Series                      | c) _____ YRA Season            |
| 4) _____ 1999 TransPac                     | d) _____ Specialty Events      |
|  | and/or occasional YRA          |
| 5) _____ Coastal Race(s)                   |                                |
| 6) _____ Mexico Race(s)                    | e) _____ Beer Cans             |
| 7) _____ Baja Ha-Ha Cruiser's Rally (Nov.) | f) _____ Anything & everything |
| 8) Other _____                             |                                |

### I / WE WANT CREW:

- 1) \_\_\_\_\_ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) \_\_\_\_\_ With at least one full season of racing experience
- 3) \_\_\_\_\_ With more than three years experience
- 4) \_\_\_\_\_ Willing to do occasional maintenance/repairs
- 5) \_\_\_\_\_ Willing to do occasional lunches/galley duty

### I / WE RACE:

- 1) \_\_\_\_\_ Casually. Winning is nice, but let's keep it fun.
- 2) \_\_\_\_\_ Pretty seriously. Why else make the effort?
- 3) \_\_\_\_\_ Very seriously. I/we don't like to lose.

Mail completed form to and \$1 to: *Racing Crew List*,  
15 Locust Ave., Mill Valley, CA 94941 by **FEBRUARY 15, 1999.**

Of course, if you're only mildly disgusted — or, perish the thought, *pleased* — at how things are going, you can go daysailing to celebrate. Or racing to let out all those latent maniacal tendencies. Or you could go charter a boat with a like-minded bunch of people and spend your vacation sailing and venting. Any kind of sailing you want to do will be much closer to happening if you take part in the Crew List.

Here's how it works. Check out the forms on these pages and find the one that most closely matches your desires. For example, if you've recently started sailing and really want to get into it, you'll likely want to send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons but need crew to do it, send us a "Looking for Cruising Crew." You get the picture.

One particular category we'd again like to single out for special mention is "Boat Swapping." We've run this Crew List form for about five or six years now and it's never gotten much response. We've long wondered why, since it's a great idea, and economical, too. Then somewhat brought to our attention that not everyone knows what boat-swapping is.

First off, it has nothing to do with sleeping with another person's spouse. Boat swapping is the practice of two owners of similar boats in different areas who trade the use of their craft for short vacation cruises. In other words, if Owner A has an Islander 36 in San Francisco and Owner B has an Ericson 35 in Puget Sound, the two of them might arrange to 'swap' boats for, say, a two-week period sometime during the year. It doesn't have to be the same time. Owner B might fly down with his family and enjoy Owner A's boat on the Delta in July, while

## HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I AM / WE ARE:

- 1) \_\_\_\_\_ Single to take singles out
- 2) \_\_\_\_\_ Couple to take couples out
- 3) \_\_\_\_\_ Singles, couples or small groups okay, but leave any kids home
- 4) \_\_\_\_\_ Kids okay as long as you can control them

Mail completed forms and \$1 to: *Daysailing Crew List*,  
15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1999**

the bozos in the House of misRepresentatives. Those guys are making *lawyers* look good.

It's all enough to make you want to climb on a boat and sail away, isn't it? It is? Well, funny you should mention it, because the 1999 Crew List is just the vehicle you need to actually do it.

Owner A and his wife might take Owner B's boat up to Desolation Sound sometime in September. It's kind of like chartering except you don't have to pay for the boats. The only expenses



# ANY WAY YOU WANT IT

re plane tickets and provisioning.

The caveats are that the boats might not be as well set up or equal as one another (or as charter boats), and details such as

## WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I AM / WE ARE:

(check as many as apply)

- 1) \_\_\_\_\_ Single      4) \_\_\_\_\_ Would like to bring kids  
2) \_\_\_\_\_ Couple      5) \_\_\_\_\_ Going sailing to escape the kids  
3) A group of \_\_\_\_\_ (state number) friends interested in sailing

Mail completed forms and \$1 to: *Daysailing Crew List*,  
15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1999.**

insurance and who's responsible for what need to be hashed out beforehand. But boat swapping has allowed many people to enjoy sailing vacations they could not have taken otherwise.

**N**ow back to our regularly scheduled programming. Once we receive the Crew List forms (and the small advertising fees; don't forget those), we'll compile them into two Crew List articles in the March and April issues. The March one will be for racers only, as those boats will need to firm up crew for the racing season early. In April, we'll run the Cruising, Coasting, Daysailing and Boat Swapping Crew Lists.

By "running," we mean we'll publish each of the names sent to us, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists contain hundreds of names of people of both sexes, all ages and all experience levels. If you're a boat owner and can't find crew here, your last name has to be Bligh. Or Barr. Or Livingston. Or Gingrich. . .

When the March and April issues come out, look over the lists of people whose needs best match your desires, and start making calls. You'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose from a variety of offers. Also in April, we'll have a big Crew List party, where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of some like-minded people. Anyway you look at it, the Crew List experience is pretty much of a win-win deal. Wouldn't Bill Clinton like one of those.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: The *Latitude 38*

## I / WE WANT TO CREW ON A RACING BOAT

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I / WE WANT TO RACE:

(check as many as apply)

- 1) \_\_\_\_\_ San Francisco Bay      4) \_\_\_\_\_ 1999 TransPac  
2) \_\_\_\_\_ Monterey/Santa Cruz      5) \_\_\_\_\_ Coastal Race(s)  
3) \_\_\_\_\_ Ocean Races      6) \_\_\_\_\_ to Mexico (Nov)

### I / WE PREFER:

- 1) \_\_\_\_\_ Boats under 30 feet      4) \_\_\_\_\_ Dinghies  
2) \_\_\_\_\_ Boats over 30 feet      5) \_\_\_\_\_ Multihulls  
3) \_\_\_\_\_ Specific class or design \_\_\_\_\_

### MY/OUR EXPERIENCE IS:

(Check/circle where appropriate)

- 1) \_\_\_\_\_ None  
2) \_\_\_\_\_ A Little: a) Little or no racing, little other sailing experience;  
b) Little or no racing, one or more years of general sailing;  
c) Little or no racing, lots of cruising and/or daysailing  
3) \_\_\_\_\_ Moderate: a) Less than one full season; b) Out of area racing experience, but am unfamiliar with local conditions.  
4) \_\_\_\_\_ Mucho: a) One or two full local seasons; b) One or two long-distance ocean races; c) Years of Bay and ocean racing

Other pertinent experience: \_\_\_\_\_

### I / WE WILL:

(check as many as apply)

- 1) \_\_\_\_\_ Help with the bottom, do maintenance — anything!  
2) \_\_\_\_\_ Play boat administrator, go-fer  
3) \_\_\_\_\_ Go to the masthead to retrieve the halyard at sea  
4) \_\_\_\_\_ Navigate, I've got lots of experience  
5) \_\_\_\_\_ Do foredeck, I've got lots of experience  
6) \_\_\_\_\_ Do grinding, I've got muscle  
7) \_\_\_\_\_ Do lunches/provisioning

Mail completed form and \$5 to: *Racing Crew List*,  
15 Locust Ave., Mill Valley, CA 94941 by **FEBRUARY 15, 1999.**

Crew List advertising supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warrantee or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their



# 1999 CREW LIST —

## I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### WHERE AND WHEN:

MY/OUR BOAT IS A: \_\_\_\_\_

I/WE PLAN TO SAIL TO: \_\_\_\_\_

ON OR ABOUT (DATE): \_\_\_\_\_

### MY / OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) \_\_\_\_\_ Be willing to share basic expenses such as food and fuel
- 2) \_\_\_\_\_ Be willing to bust butt preparing the boat
- 3) \_\_\_\_\_ Have more desire than experience
- 4) \_\_\_\_\_ Have lots of ocean experience
- 5) \_\_\_\_\_ Know more about offshore navigation than just pushing buttons on the GPS
- 6) \_\_\_\_\_ Have mechanical skills for the engine, refrigeration, etc.
- 7) \_\_\_\_\_ Have language skills: a) Spanish, b) Other: \_\_\_\_\_
- 8) \_\_\_\_\_ Other skills (woodworking, scuba, etc.) \_\_\_\_\_
- 9) \_\_\_\_\_ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) \_\_\_\_\_ Look good in a bikini/speedo/birthday suit
- 11) \_\_\_\_\_ Understand and appreciate Jim Carrey's humor.

Mail completed form and \$1 to: *Cruising Crew List*,  
15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1999.**

boats and equipment. You must judge those things for yourself.

Now how about some final tips and suggestions to get you going:

- *Be Honest.* This is probably the most important 'rule' of all. Don't artificially inflate your experience or skill levels. It's bad karma, for one, and — on a racing boat especially — it will come back to bite you. We don't mind sailing with BS'ers, as long as they're honest ones.

- Along the same vein, *little or no experience is not a disadvantage.* Unless you want to crew in the next America's Cup, you newbies out there have as good a chance — okay, *almost* as good — as anyone on the Crew List. If the truth be told, you might even have an advantage over more experienced folks in some cases. Why? Experienced people are more likely to take issue with an owner about the set of the sails, best way to anchor and so on. Novice hands, however, are happy to do things just the way the skipper teaches them. Hey, it is his boat.

- *Be realistic about the commitment.* Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away — the 'time flies when you're having fun' prin-

## I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### SAILING EXPERIENCE:

- 1) \_\_\_\_\_ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) \_\_\_\_\_ Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) \_\_\_\_\_ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) \_\_\_\_\_ Lots. Several long ocean passages

### I / WE WANT TO CRUISE:

(check as many as apply)

- 1) \_\_\_\_\_ SF Bay and/or Delta
- 2) \_\_\_\_\_ Monterey Bay
- 3) \_\_\_\_\_ Southern California
- 4) \_\_\_\_\_ Mexico this fall/winter
- 5) \_\_\_\_\_ Hawaii and/or South Pacific
- 6) \_\_\_\_\_ Pacific Northwest or Alaska
- 7) \_\_\_\_\_ Anywhere really far away for a long time
- 8) \_\_\_\_\_ Caribbean
- 9) \_\_\_\_\_ Mediterranean
- 10) \_\_\_\_\_ Anywhere warm
- 11) \_\_\_\_\_ Other destination(s): \_\_\_\_\_

### I / WE CAN OFFER:

(check as many as apply)

- 1) \_\_\_\_\_ At least a month of shared expenses
- 2) \_\_\_\_\_ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) \_\_\_\_\_ Elbow grease for bottom work, varnishing and upkeep
- 4) \_\_\_\_\_ Cooking and cleaning skills
- 5) \_\_\_\_\_ Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): \_\_\_\_\_
- 6) \_\_\_\_\_ Ornamental skills — I look good in a bikini/speedo
- 7) \_\_\_\_\_ Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) \_\_\_\_\_ Other skill(s): \_\_\_\_\_

Mail completed form and \$5 to: *Cruising Crew List*,  
15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1999.**

ciple in action. Cruising and chartering are obviously 24-hour-a-day pursuits, but perhaps the most time-intensive type of sailing out there is racing. Tons of behind-the-scenes work goes on in any successful racing campaign, and most of it ain't out on the race course. It's done at the dock, on the trailer or in the yard. And as part of the crew, you'll likely be expected to put in your share of layday work. This is not to mention the racing itself, which goes on for various fleets literally every single weekend of the summer. Whatever the schedule of your boat's fleet, you as crew will be expected to show up on time and in working



## I / WE WANT TO CO-CHARTER

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### WHERE AND WHEN:

I/we want to co-charter for \_\_\_\_\_ weeks in the (spring, summer, fall, winter) \_\_\_\_\_ of 1999.

### SAILING EXPERIENCE:

(Check one from each column)

- |  |   |
|--|---|
| 1) _____ Little or none  | a) _____ I'd like co-charterer to skipper and give me direction     |
| 2) _____ Moderate. I sail regularly and have chartered before                              | b) _____ Prefer co-charterer of at least equal proficiency          |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

### I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) \_\_\_\_\_ Bareboats (we sail)
- 2) \_\_\_\_\_ Crewed (professional skipper and/or crew)
- 3) \_\_\_\_\_ With other couples
- 4) \_\_\_\_\_ With other singles
- 5) \_\_\_\_\_ With my/our well-behaved kids, age(s) \_\_\_\_\_
- 6) \_\_\_\_\_ A smaller (30 to 40 ft) boat with one or two other people
- 7) \_\_\_\_\_ A medium (40 to 50 ft) boat with four to six other people
- 8) \_\_\_\_\_ A large (60 ft or more) boat, the more co-charterers the merrier

### I/WE WANT TO CHARTER IN:

- |                              |                            |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay   | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean         |
| 3) _____ Southern California | 8) _____ Mediterranean     |
| 4) _____ Mexico              | 9) Other: _____            |
| 5) _____ Hawaii              |                            |

Mail completed form and \$1 to Co-Charterer Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1999**

## I / WE WANT TO BOAT SWAP

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT FROM PHONE: \_\_\_\_\_

### WHERE AND WHEN:

My/Our boat is a \_\_\_\_\_.

I/we would like to swap boats with the owner of a similar vessel in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.) \_\_\_\_\_ area.

I/we would like to cruise this area for about \_\_\_\_\_ weeks

in the month of \_\_\_\_\_, 1999.

Mail completed form and \$1 to: Boat-Swapping Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1999**.

**ary 15.** Everyone else has until **March 15**. These dates are not arbitrary. If we don't have the forms in our hot little hands by then, your name won't go in. Also note that your name won't go in if the advertising fee isn't included with the form. Prices vary from \$1 to \$5 depending on if you're a crew or boat owner (the latter get off easier since they're spending enough on the boat already). All the pertinent information is at the bottom of each Crew List form.

- **Women Crew Listettes.** Women taking part in the Crew List are encouraged to use first names only — and some form of screening responses such as email addresses, answering services or fax numbers. If you are a woman, you *will* get calls (some women have reported getting calls years after their names appeared), and it will just be more convenient if you don't use a home phone number.

- **One person per form please** — unless you are offering your skills or services as a couple only and don't wish to be considered individually. Hey, we've been in love; we know how great it can be to share an adventure like cruising to a faraway land together. If you need more forms, just make copies of these.

- **Beware of contrary, unseasonal high winds** — with all the finger wagging and hot air being emitted into the atmosphere, particularly on the East Coast around Washington, D.C., meteorologists are warning of localized periods of whining, followed by longwindedness with flurries of hypocrisy. God only knows what it's doing to the ozone.

**W**ell, from here on out, it's up to you. We will rerun the forms next month, but we strongly encourage you to get these ones in as early as possible. Because if the balderdash in Washington has you as fed up as it does us, we expect quite a huge segment of this year's Crew List to check: "Want to Cruise Anywhere Really Far Away For a Long Time."

order for each race unless you call ahead *well* in advance to let your mates know about changes in plans.

In a related tenet, even if you discover halfway through the season that racing's not really your bag of tea, tough it out with a good attitude until the end. The sailing community is a small one, and once you establish yourself as a dependable player, other opportunities will develop.

- **Be realistic about deadlines.** To put March's Crew List together, we must receive forms from racers no later than **Febru-**



# THE RACING

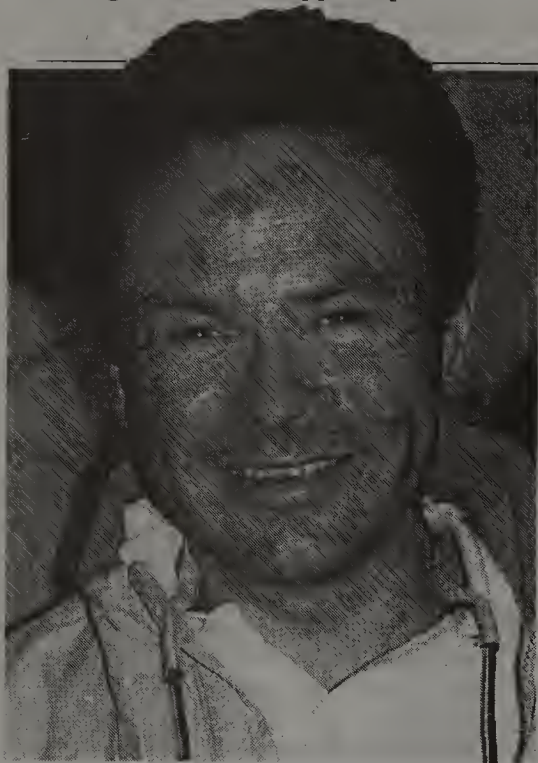
With reports this month on the **Frenchman's Reef Match Racing Series**; a look back at last summer's **Express 27 Nationals**; six different **midwinter regattas**; and the usual batch of **race notes** at the end, including a preliminary entry list for the upcoming **Puerto Vallarta Race**.

## Marriott Frenchman's Reef International Match Race Series

Bertrand Pace, representing France's Yaka Challenge for the America's Cup, mastered both the tricky conditions on Charlotte Amalie Harbor (St. Thomas, Virgin Islands) and the current World Champion of Match Racing, by beating Peter Gilmour in a commanding 3-0 finals. While all around him competitors lost their heads, their spinnakers, and their tempers, Pace kept cool and led his crew to a near flawless display of strategy and tactics. With more shifts of direction than a slick politician, the wind alternated from east to northeast and southeast in a maddening dance that tripped up one of the

The day started with the determining race of the semi-finals between Peter Gilmour and Peter Holmberg, a match cut short the day before as time ran out before the intriguing and entertaining CitiBank Youth Regatta took center stage. With Gilmour and his Nippon America's Cup Challenge team leading 2-1, Holmberg needed two wins to advance against Pace, who had defeated Chris Law on Saturday by 3-1. But in Gilmour's best demonstration of tactics during the day, he controlled his opponent in the pre-start, forcing Holmberg over the line at the gun. The Japanese team then took a windward position and soon had a two boatlength lead which was never relinquished. Twenty minutes later, it was Gilmour moving on to the finals.

The petite-finals to determine places three and four saw more than its share of aggressive driving on the part of both

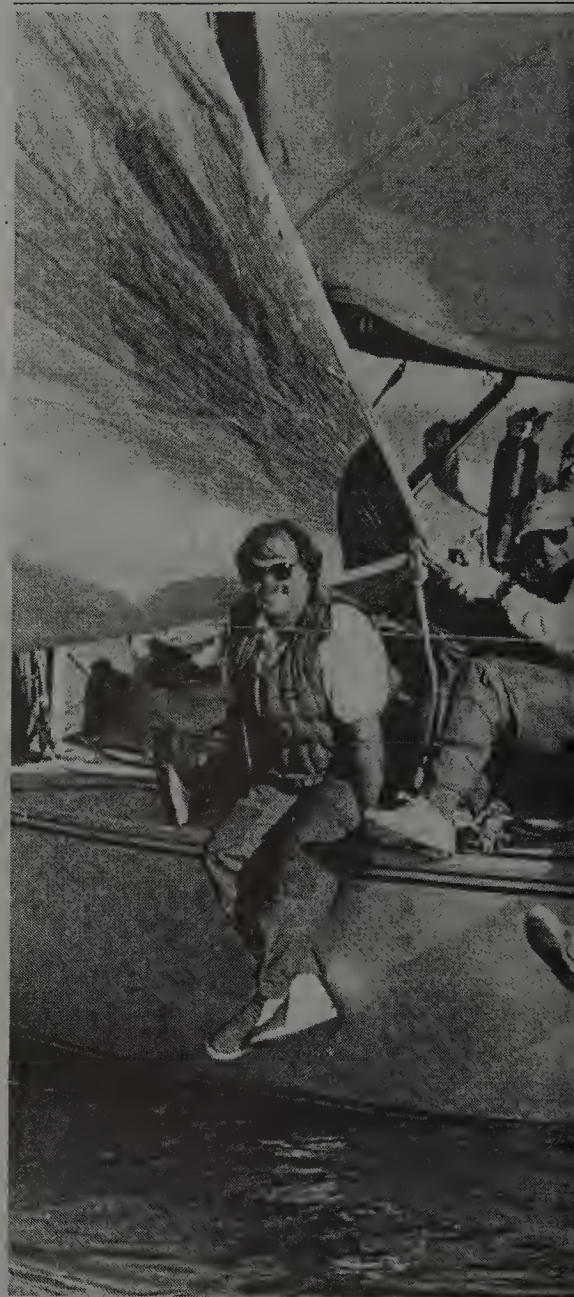


Above, Bertrand Pace was the surprise winner. Right, world champ Peter Gilmour was second.

most competitive fields in match racing history. And if the winds weren't disconcerting enough, the rules book played a major part in the final standings as penalties were handed out faster than compliments at an awards ceremony.



Holmberg and Law. The pre-starts of all three matches were ferocious battles of bow-to-bow and stern-to-bow maneuvers, each team desperate to achieve the controlling position. In race one, Law got the better of his opponent, but Holmberg kept



the race extremely close until two penalties spelled his doom.

In race two, Holmberg came storming back with a masterful display of match racing skills as he and his team tacked several times on windshifts on the first beat and pushed Law to the right as they caught a massive left-hand shift that allowed them to lay the line to the mark without additional tacks. From there it was simply a matter of the Virgin Islanders stretching their lead to tie the series at 1-1.

The decider came down to a controversial pre-start windward/leeward penalty that saw Holmberg luff into the wind before contact could be avoided. Both teams called for a penalty and the umpire's decision went in favor of Law. From start to finish, the race was led by Holmberg, but Law was never more than a length or two behind. Holmberg reached the finish line in front, but as he executed





## Absolute 88

Every picture tells a story — 'Absolute 88', Keith MacBeth's pretty Wylie 37, going absolutely nowhere in December's Sausalito YC Midwinters. The race was eventually abandoned due to too much ebb and not enough wind — an all-too-frequent combination on the Bay during the winter months.

his penalty turn, Law passed him to win third place and \$5,000. Holmberg received \$4,000.

The Pace/Gilmour final might be summed up in two words — "spinnaker trouble." The Japanese team struggled with the J/120's massive asymmetrical chute throughout the competition, but never more than in all three races on this day. The Frenchman got the better of the start in the first race, and controlled a close match throughout, with Gilmour's crew work below the standard expected at this level of competition. Spinnaker wraps and hourglasses gave a signal of what was to come.

In the second confrontation, Pace forced the Japanese crew into two rules infringements, which sent them into dis-

array, and they compounded their problems by dropping their spinnaker over the side of the boat. Gilmour finally got control of the situation at the start of the final heat, and held a narrow lead at the first mark, but a tactical blunder left him in a windless patch, while the French crew sailed around him, and off into the distance.

Pace commented after his victory, "This is our first year sailing together as the Corum Sailing Team, so it is good that the teamwork has come together, and we have started winning." A very disappointed Gilmour simply commented, "In this sport you can have good days and bad days — we had a dead set shocker."

Though Pace has been near the top of the leaderboard in most of the events he

has sailed this year, this is his first victory of the season, in what is the last regatta of the '98 circuit. For his efforts, the Frenchman pocketed \$10,000 and Gilmour was enriched by \$6,000.

— paul larsen & john roberston

1) Bertrand Pace, FRA/Yaka Challenge; 2) Peter Gilmour, JPN/Nippon Challenge; 3) Chris Law, GBR/Spirit of Britain; 4) Peter Holmberg, USVI/Team Caribbean; 5) Paul Cayard, USA/America One; 6) Luc Pillot, FRA/Yaka Challenge; 7) James Spithill, AUS/Australia Challenge; 8) Gavin Brady, USA/America True.

### BYC/MYCO Midwinters

The second of four Berkeley YC/Metropolitan YC midwinter weekends occurred on December 12-13, with both days of racing actually starting on time (11 a.m.) for a change. A huge fleet — 136 boats — showed up for Saturday's weird race, which saw the wind fade and shift almost from the opening gun.

"Just after everyone started, I committed the first of two race committee boo-boos," admitted race chairwoman Bobbi Tosse. "I said out loud, 'It looks like a fast race, and we'll all be home by 3'. The wind promptly died, then shifted around to give the fleet the opportunity to fly chutes on the windward leg!"

After an ugly congregation at 'D', a zephyr finally filled in from the south, and the fleet moved en masse toward the finish. Clumps of boats finished overlapped, and it was fortunate the race committee had a video camera on board to help sort out the mess.

As the little breeze died again, the second boo-boo was uttered. Explained Tosse, "Bob Gray commented, 'It's amazing that the boats are still moving, even though the water looks like glass!' Bam, the chutes collapsed and the boats stopped. Eventually most did finish, but altogether it was a weird day to go racing."

The MVP of this strange 8.8-mile shuffle was 22-year-old sailmaker Will Paxton, who steered his Express 27 *Motorcycle Irene* to victory over a 28-boat one design class — possibly the largest winter one design gathering ever on the Bay. Crewing for Paxton were tactician Jon Stewart, Tom Alexander, Pete Rowland and Rebecca Dymond.

Sunday's race was totally different, as a southerly filled in strong enough to create some excitement, not to mention a few bucks for the sailmakers. All 52 boats finished the quick 8.8-mile romp, which was accompanied by much whooping and hollering on the Wabbits, Melgi, Antrims and similar planing boats. Picking up where

LATITUDE/ROB



# THE RACING

he left off Saturday, Paxton steered the Wabbit *Furari* to victory along with new owners Pete and Angie Rowland.

"Sunday was probably the best day for sailing so far this winter," noted Pete, who sails virtually every weekend. "We even made it back to the club before it started to rain!"

## SATURDAY, DEC. 12:

DIV. A (0-144) — 1) **Absolute 88**, Wylie 37, Keith MacBeth; 2) **Bloodvessel**, B-25, Margaret Gokey; 3) **Advantage 3**, J/105, Pat Benedict; 4) **Rumbleseat**, 30 Square Meter mod., Bruce Schwab; 5) **Two Scoops**, Express 34, Tom Goodwin. (12 boats)

SF 30-FOOTERS (126-141) — 1) **Ixxis**, Olson 911-S, Ed Durbin; 2) **Jane Doe**, Olson 911-SE, Bob Izmarian; 3) **Shanti**, Olson 911-SE, Dave Fain. (8 boats)

DIV. B (147-168) — 1) **El Gavilan**, Hawkfarm, Nick Nash; 2) **Synchronicity**, Olson 25, Jim Johnson; 3) **Mission Impossible**, Merit 25, Dave Hamilton. (7 boats)

DIV. C (171-up) — 1) **Freyja**, Catalina 27, Frank Van Kirk; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Chaos**, Ranger 23, Tim Stapleton; 4) **Blue Streak**, Ericson 32, Brian Lewis. (13 boats)

ANTRIM 27 — 1) **Abracadabra II**, Dennis Surtees; 2) **Always Friday**, John Liebenberg; 3) **Arch Angel**, Bryce Griffith. (7 boats)

MELGES 24 — 1) **Sea Monster**, John Oldham; 2) **Dynamo Humm**, Jeff Littfin; 3) **SUV**, David Wadbrook. (9 boats)

OLSON 30 — 1) **Run Wild**, Dale Irving; 2) **Saint Anne**, Bruce Heckman; 3) **Lurker**, Martson/Ketchum; 4) **Family Hour**, The Bilafers; 5) **Dragonsong**, Tim Knowles. (14 boats)

J/29 — 1) **Wave Dancer**, Richard Leevey; 2) **Advantage II**, Graham Churchley. (5 boats)

Jalapeno, John Stewart. (28 boats)

MOORE 24 — 1) **Moorigami**, John Siegel; 2) **Cookie Jar**, RB Ward; 3) **Grunled**, Simon Winer. (9 boats)

J/24 — 1) **Smokin' J**, Chris Press; 2) **Nixon Was Cool**, David Wiard; 3) **Casual Contact**, Don Oliver; 4) **Fred**, John Todd; 5) **Downtown Uproar**, Wayne Clough; 6) **Evolution**, Dennis Holt; 7) **Cool Breeze**, Don Nazzal. (16 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Zarpa**, George Gurrola; 3) **Harry**, Dick Aronoff. (8 boats)

## SUNDAY, DEC. 13:

DIV. I (0-90) — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Arch Angel**, Antrim 27, Bryce Griffith. (5 boats)

DIV. II (93-147) — 1) **Rumbleseat**, 30 Square Meter mod., Bruce Schwab; 2) **Family Hour**, Olson 30, Bilafers Family. (6 boats)

DIV. III (150-168) — 1) **Boogie Woogie**, Ranger 33, Michael Yovino-Young; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **El Gavilan**, Hawkfarm, Nick Nash; 4) **Psychone**, J/24, S. Pickel/J. Zequos; 5) **Frog lips**, J/24, Richard Stockdale. (12 boats)

DIV. IV (171-up) — 1) **London Calling**, Santana 22, Megan Dwyer; 2) **Antares**, Islander 30 Mk. II, Larry Telford; 3) **Latin Lass**, Catalina 27, Bill Chapman. (8 boats)

OLSON 30 — 1) **Neuromancel**, Dean Daniels; 2) **Speedy Gonzales**, David Carrel; 3) **Lurker**, Martson/Ketchum. (9 boats)

WABBIT — 1) **Furari**, Pete & Angie Rowland; 2) **Kwazy**, Colin Moore. (4 boats)

EXPRESS 27 — 1) **Bobs**, Mike Hearn; 2) **Mirage**, Terry Cobb; 3) **Diane**, Hodges/Mayber/Katzma. (8 boats)

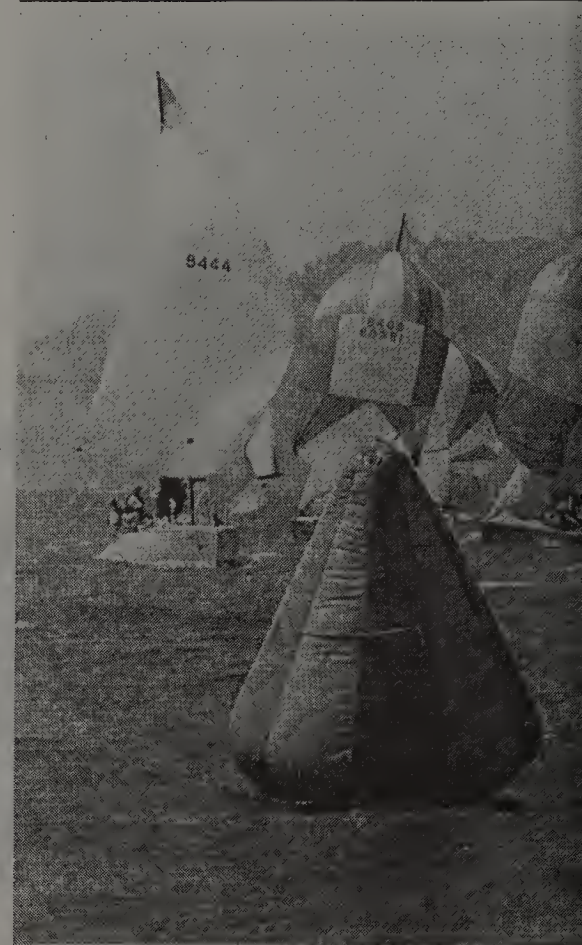
## LMSC Robinson Midwinters

Interest in dinghy racing must have peaked at the proceeding weekend's RYC Small Boat Midwinters, as only 21 boats showed up to compete in the first Robinson Memorial Midwinters race on Oakland's Lake Merritt on December 12. Hosted by the low-key Lake Merritt Sailing Club, the series honors the late Edna and Howard Robinson, both tireless volunteers on the dinghy circuit for many years.

El Toro ace Dave Vickland fired off a trio of bullets in the 13-boat El Toro fleet, which included three members of RYC's Gilmour clan. The other two classes, both sailed under the Portsmouth Rule (essentially PHRF for dinghies), went to veterans Joe Doering and Jim Kearney. "Hopefully more boats will join us at our next regatta on January 10," noted race official Duncan Carter.

EL TORO — 1) Dave Vickland, 41.75 points; 2) (tie) George Morris & Ron Bisio, 32; 4) Jim Wondollock, 31; 5) Art Lange, 28; 6) Vickie Gilmour, 24; 7) JV Gilmour, 23; 8) (tie) John Gilmour & John Dukat, 20. (13 boats)

SLOOPS (Portsmouth) — 1) Joe Doering, Lido 14, 14.5 points; 2) Dan Ouellet, JY-15, 11.25. (4



boats)

LARGER CATBOATS (Portsmouth) — 1) Jim Kearney, unknown, 10.5. (3 boats)

## One for the Working Stiffs

*Latitude 38* made only a brief mention of the Express 27 National Championship, held in Santa Cruz on July 24-27. Sailed in light to moderate conditions, the regatta witnessed something quite unusual this year — an owner with an all-amateur crew won! As near as I can tell, this may be a first in the Express class and judging from other racing stories in *Latitude*, unlikely at best in many classes. Since I'm guessing that over 95% of your readers are working stiffies like me, I'm going to cure your oversight of an excellent story and share how the *Mad House* crew made it all happen.

And happen it did, with no 'A' team or 'B' team, with a boat that stays in the water all the time (since this means more sailing) and with a fantastic set of three-year-old sails. Along the way, I have learned some lessons that most sailors already know, but sometimes lose sight of when the racing gets close.

### Lesson #1 — Fun is Fast.

My father introduced me to this fine sport too long ago to remember — back when El Toros had standing headroom up forward. For most of us, sailing is a hobby and that means 'have fun'! While the racing in Santa Cruz was excellent,



Will power — Young sailmaker Will Paxton, seen here in his Toro, was on a major roll last month.

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **New Wave**, Buzz Blackett; 3) **Ajax**, Brett Allen; 4) **Swamp Donkey**, Scott Sellers; 5) **El Raton**, Ray Lotto; 6) **Sonita**, Craig Page/Bill Melbostad; 7) **Frog in French**, Kame Richards; 8) **Abigail Morgan**, Ron Kell; 9) **Baffett**, Tom Baffico/Forest Baskett; 10)





SPREAD: LATITUDE/ROB; INSET: RAPLH DEEDS

Above: typically tight Express 27 action. Left, 'Mad Housers' Hunt, Cecilia, Gary, Ken and Mike with the spoils of victory.

the chance to sail in a venue when it's just 15 minutes from a sunny dockside to a Pacific Ocean starting line contributed to the fun factor. I really can't explain it — perhaps it's being around the ocean, perhaps it's the low-stress hippie attitude that hangs over Santa Cruz like a purple haze — but this place is really fun.

Tricks to having even more fun in Santa Cruz included staying away from the protest room, having a well prepared boat, and never, ever missing a keg party hosted by Dave Hodges of Santa Cruz Sails. Unlike the ongoing Bill and Monica saga, I'll spare the details to protect the innocent. One last fun factor, and it's a big one — sail with friends!

#### Lesson #2 — Friends

Ken Moore (my boat partner), Hunt Conrad (tactician) and Gary Sadamori (bow man) happen to be some of the finest sailors on San Francisco Bay, working stiffs or not. These three can be found on top boats consistently. I count myself fortunate to have them as friends and when I bought *Mad House* three years ago, the first thing I did was invite them sailing. The result is that first, last or in between, I get to spend time with people I enjoy — which is a big part of what this hobby is all about. The by-product is a



quiet boat where people respect each other and know that everyone is giving their all, mistakes or not.

Case in point was the first race on the final day: *Mad House* was in close contention for the regatta when I decided that a fourth row start at the unfavored end was called for. Needless to say, we were big-time DFL in a hurry. No screaming, no yelling, just one serious poke in the ribs for the helmsman. Oh well, we all screw up sometimes — point is that my friends got back to business and by the second beat we were mid-fleet.

#### Lesson #3 — Practice

Yep, the bad news of this whole story is that practice helps. The good news is that if one is following Lesson #1 and Lesson #2, practice is just another day on the water. On *Mad House*, we spent a full day tuning before the regatta. This gave us even more speed in most conditions and the edge to win Saturday's drag race

up to Davenport and back. We also arrived first on the water each day (easy when everyone pitches in) and practiced maneuvers each morning before the racing — more on this later.

#### Lesson #4 — Be Prepared

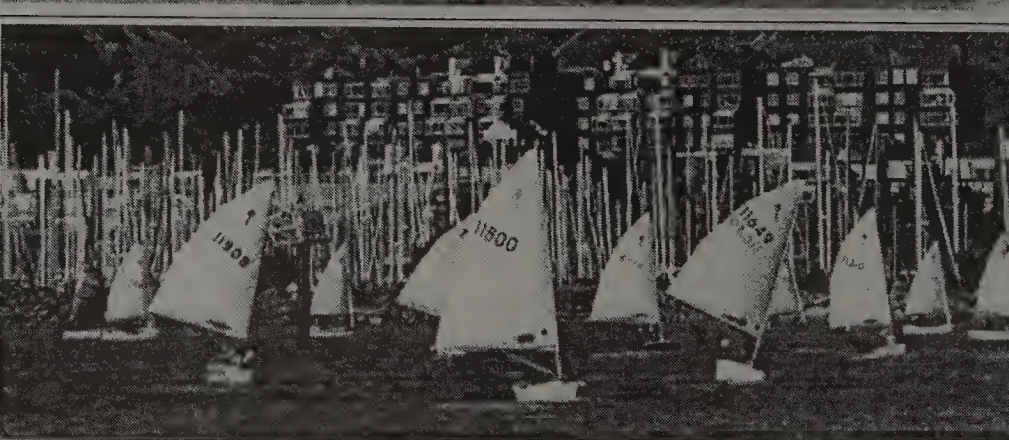
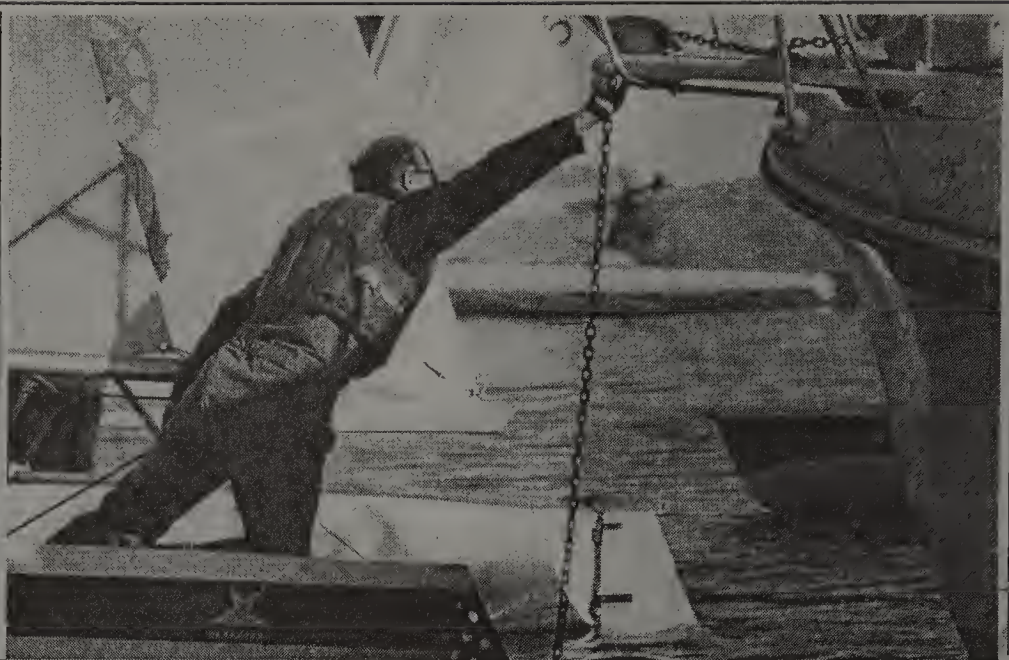
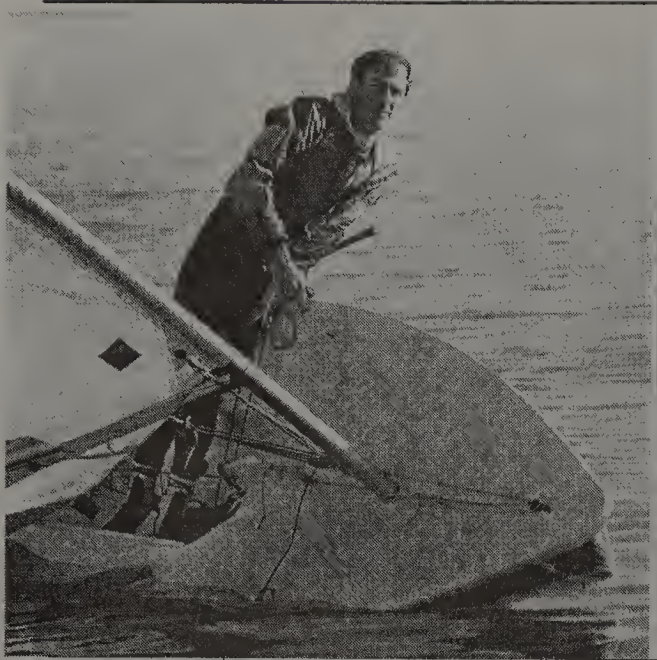
I originally bought *Mad House* as a cruising boat to introduce my three kids to sailing. From there to the race course involved lots of work, including a fine set of sails, much new rigging and annual bottom jobs. Special thanks here to Dave Hodges for selling me what I needed, giving me an annual tune-up without ever once taking the helm, and convincing me that, nope, I didn't need to replace anything in the inventory before this year's Nationals. Dave is a fantastic sailor and by any measure a pro, but I give him honorary amateur status for his clear understanding of Lesson #1 and Lesson #2. Thanks also to Paul Rosenthal and Mike DeFrank for helping to prepare the boat and to the Encinal YC juniors for putting it back together after the regatta.

#### Lesson #4 — Team Sport

Sailing an Express 27 is a team sport. A fine example of this was during Sunday's final race. We were coming into the first bottom mark in second, five boat-lengths behind *Attitude* and two in front of Hodges on *Flying Circus*. We do many things differently on *Mad House* and one of them is having the bow guy call which side to drop on. The rationale here is simple — while the back of the boat has spent most of the downwind leg looking forward, the bow guy is looking aft and has a good idea of what's going on back up at the top mark. Gary, judging that enough wind had filled at the top mark to make an immediate jibe to port pay off, called for an unusual leeward drop (as a rule, we do all weather drops to keep weight on the high side during roundings).

Positions stayed the same on the next beat and at the top mark, *Mad House* jibed and headed for shore, catching the fa-





avorable shift, getting an overlap on *Attitude* at the bottom mark and covering them to win the last race and, with it, the regatta.

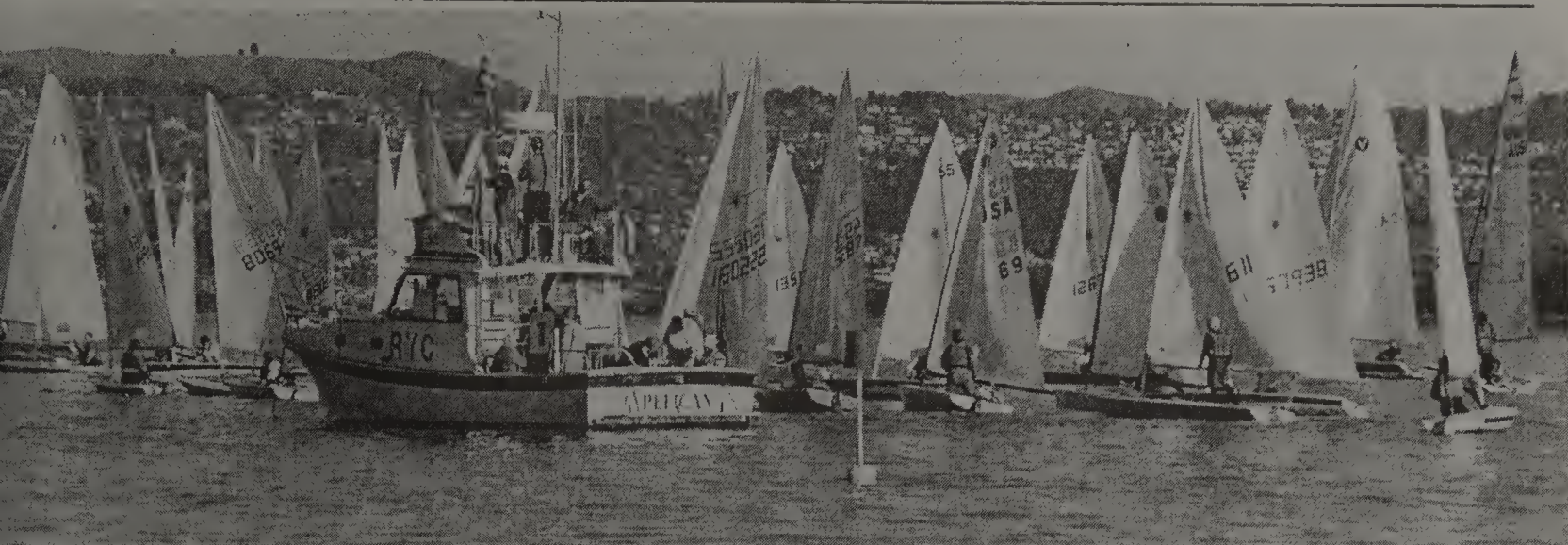
#### *Lesson #5 — Cecilla Can Jibe-Set!*

This one isn't really fair to the readers because there is only one Cecilla, but it's pretty important nonetheless. Our final

crewmember, Cecilla Davidson, can jibe-set to perfection. We discovered this while practicing this maneuver (Hunt's idea — I wanted a cold morning beer and a snooze) before the last day's racing and it sure came in handy. She is a fine sailor and was a pleasure to have along as part of the crew.

Yep, you guessed it — I'm proud of what the *Mad House* gang accomplished in Santa Cruz last July. But mostly because we did it as friends, getting away, from the rat race for a vacation, pursuing our favorite hobby, sailing fast and clean, never missing a party and going home winners. I see far too many sailors com-





Scenes from last month's RYC Small Boat Midwinters, obviously a pretty tranquil event. All photos 'latitude'/rob.

promising having fun at regattas by spending time in the protest rooms, sailing with people they don't enjoy, competing with a boat that isn't ready and not working as a team. This is unfortunate and ultimately

not fast. . . and, as we say on *Mad House*, fun is fast!

— mike devries

#### RYC Small Boat Midwinters

The first of four Richmond YC Small Boat Midwinters attracted a healthy amount of dinghies — 175 by one count

— on December 6. Restoring the regatta to its traditional spot in the weekend (i.e., Sunday instead of Saturday) seemed popular, or maybe it was just that the sun was shining and the winds were mellow that day. "Most dinghy sailors don't decide if they're going to sail until they wake up that morning and look out the win-



# THE RACING

dow," figured race official Caroline Groen. "Fortunately, we had really nice weather, though the wind went away too soon."

As usual, this family-oriented series featured little boat racing inside the Richmond Breakwater, with bigger craft sailing on the north edge of the Berkeley Circle. The inner courses, which race before and after lunch, managed to get in five races, while the afternoon-only, outside race track only got in two slow races before calling it a day. "It was too light to really prove much of anything," claimed Groen.

The series continues for three more months, convening on the first Sunday of the month. It's ridiculously cheap (\$5 a day, \$4 for lunch) and, if the weather is right, more fun than most any other mid-winter venue. We recommend you beg, borrow or steal a dinghy and check this series out.

EL TORO, SR. — 1) Jim Warfield, 16 points; 2) Dave Vickland, 22; 3) Hank Jotz, 29; 4) Fred Paxton, 33; 5) Will Paxton, 36; 6) Tim Armstrong, 44; 7) Chris Nash, 54; 8) Nick Nash, 54; 9) Dan Seifers, 59; 10) John Amen, 68. (lots and lots!)

EL TORO, JR. — 1) JV Gilmour, 5 points; 2) David Kingston, 18; 3) George Granelli, 19; 4) Travis Kool, 20; 5) Cory Lutchansky, 26; 6) Ben Amen, 28; 7) Daryl Kool; 8) Matt Spevak, 39; 9) Brendan Daley, 46; 10) Nolan Goodman, 49. (lots!)

INTERNATIONAL 14 — 1) Rogers/Burks; 2) Klipfel/Murison; 3) Disario/Price. (5 boats)

INTERNATIONAL CANOE — 1) (tie) Del Olsen & Erich Chase. (4 boats)

505 — 1) Steven Bartz; 2) Eric Willis; 3) (tie) Craig Collins & Steve Anderes. (10 boats)

LIGHTNING — 1) Elissa Hall; 2) Peter Beecher. (6 boats)

EUROPE — 1) Lynn Olinger; 2) Susannah Carr. (4 boats)

SNIPER — 1) Shawn & Debbie Bennett; 2) Casalaina/Fang; 3) Janes/Taglimonte. (7 boats)

BYTE — 1) Michele Logan; 2) Melina Hoyer. (6 boats)

FJ — 1) Jon Shinn; 2) Nick Todd; 3) Joey Pasquali; 4) (tie) Jeff Allen, Schmidt/Frusch, Korss/Gazulis. (15 boats)

PORTSMOUTH — 1) Casey Pelletier, Laser II, 4 points; 2) George Pedrick, 49er, 6; 3) William Adamson, Vanguard 15, 9; 4) 49er, Sean Couvreur, 10; 5) Brad Cameron, Force 5, 11. (12 boats)

## EYC Jack Frost Midwinters

Sixty boats started Encinal YC's second Jack Frost midwinter race on the bright and sunny day of December 19. With a strong northerly predicted, the race committee selected a twice around windward/leeward course which sent the fleet from Treasure Island up to R-6, a channel buoy off Angel Island's Quarry Point. However, the wind faded almost from the get-go and a strong ebb soon kicked in, causing the race to be shortened after one lap, or 4.6 miles.

All but 15 boats managed to finish the abbreviated contest within the prescribed three-hour time limit. Somehow, the entire seven-boat Catalina 34 class managed to DNF, even as many smaller boats like Santana 22s managed to negotiate the course. "The 34s seem to have gotten lost in their own private Bermuda Triangle," said race chairwoman Lee Bergman. "We have no idea what happened to them."

CLASS A-1 (non-spinnaker) — 1) **Peddler**,

180-RATERS — 1) **Voyager**, Ranger 29, Don Pruzan; 2) **Trey Shay**, Catalina 30, John Jacobs. (5 boats)

CATALINA 34 (non-spinnaker) — No finishers. (7 boats)

CLASS D-1 (144-179) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Vincitore**, J/24, Edward Martin. (8 boats)

HAWKFARM — 1) **Roadhouse Blues**, Torben Bentsen; 2) **El Gavilan**, Nick Nash. (5 boats)

CLASS E-1 (93-143) — 1) **Annalise**, Wylie 34 mod., Paul Altman; 2) **Bloom County**, Mancebo 31, The Ondrys; 3) **Enigma**, Capo 30 mod., Bob Hultman; 4) **Spellbinder**, Santana 35, Joel Davis. (10 boats)

CLASS F-1 (0-92) — 1) **Jabiru**, J/35, Bill West. (3 boats)

SPORTBOATS — 1) **Passione**, J/92, Walt Marti; 2) **Cascade**, Antrim 27, Steve Reinhart; 3) **Vigilance**, Antrim 27, Conrad Arnold. (6 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Christopher Harvey. (3 boats)

## Santa Cruz YC Midwinters

Twenty-three boats enjoyed two quick 4-mile races off Santa Cruz on Saturday, December 19. A frisky northwesterly, sunny skies and only a slight swell made for ideal winter sailing conditions. The day started off with a bang when the rig on Larry Weaver's SC 27 *Mistress Quickly* folded in half as the first race began. A stripped turnbuckle was the culprit — needless to say, everyone was checking their own turnbuckle threads as they put their boats away.

Another SC 27, *Magna*, mounted the transom of Gary Tracey's Moore 24 *Bruzer*, cracking fiberglass and sending the boat to the local boat hospital after the day's racing. Fortunately, Gary is a boat surgeon by profession, and will fix the damage to his own high standards.

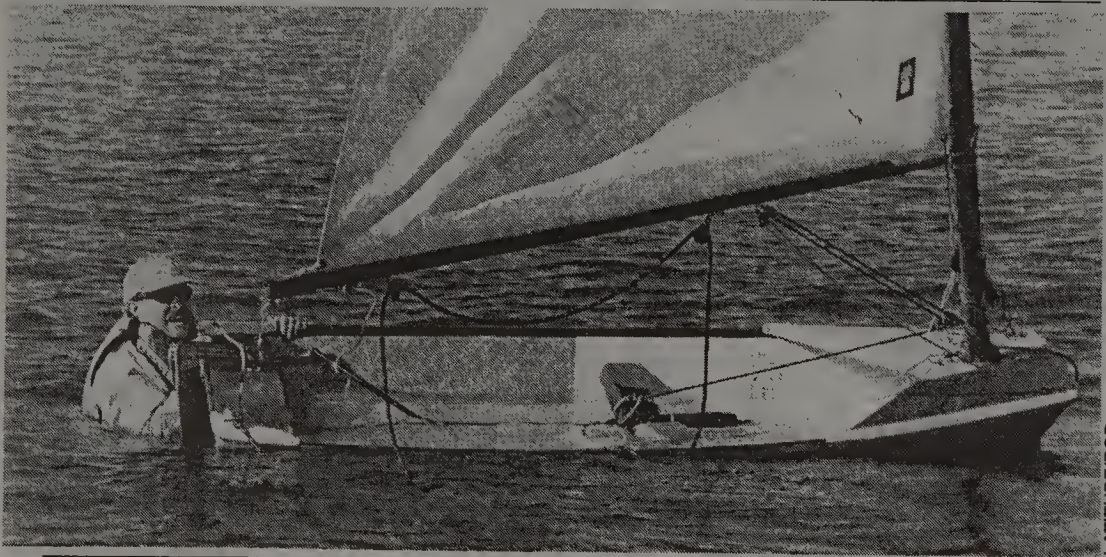
Halfway through the four weekend series, *Adios* is running away with the doublehanded competition, while three boats — *Stray Cat*, *Bruzer* and *Summertime* — are in contention for crewed honors.

CREWED — 1) **Hanalei Express**, SC 27, Rob Schuyler, 3 points; 2) **Summertime**, Moore 24 prototype, Bassano/Wirtanen, 5; 3) **Bruzer**, Moore 24, Gary Tracey, 6; 4) **Stray Cat**, Olson 30, Pepe Parsons, 7; 5) **Special Ed**, Wilderness 30, Eric Sultan, 13; 6) **Animal House**, Olson 30, Lezin/Akrop, 16; 7) (tie) **Dos Busters**, Antrim 27, Mindy & Gary Evans, and **Flying Squirrel**, SC 33, Jack Gordon, 19. (18 boats)

DOUBLEHANDED — 1) **Adios**, Moore 24, Ian Klitza, 9 points; 2) **Moonchild**, Olson 25, Jim Crowley, 19; 3) **Nobody's Girl**, Moore 24, Syd Moore, 24. (6 boats)

## San Francisco YC Fall Series

The second, and final weekend of the SFYC Fall Series occurred on December 19-20, too close to the holidays for 'nor-



LATITUDE/ROB

THISTLE — 1) Dale Hinman; 2) Michael Gillum; 3) Kristofer Vogelsong. (7 boats)

WYLIE WABBIT — 1) Steve Bates; 2) (tie) Kim Desenberg & Andy Hamilton; 4) Colin Moore. (10 boats)

LASER — 1) Tracy Usher; 2) (tie) Bradley Nieuwstad & John Bonds; 4) Peter Vessella; 5) Evan Lyons; 6) Simon Bell; 7) Tim Russell. (21 boats)

FINN — 1) John Callahan; 2) Brian Pace. (6 boats)

**Bail-A-Small Boat Day? This poor guy rolled too aggressively at the recent RYC Midwinters and swamped.**

Catalina 27, Norm Rehm. (2 boats)

SANTANA 22 — 1) **Yacht Sea**, Heidi Schmidt; 2) **Jack Be Quick**, Peter Rasco. (5 boats)

CLASS B-1 (181-up) — 1) **Lyric**, Thunderbird, Jim Newport; 2) **Jubilee**, Ariel, Don Morrison; 3) **Shanghai L'il**, Ranger 23, Roger England. (6 boats)



# '99 Del Rey Yacht Club Puerto Vallarta Race

## Preliminary Entry List (as of 12/19/98)

<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Yacht Club</u>
<b>MAXIS</b> (Starting 2/19)			
<i>Christine</i>	Custom 100	Fred Preiss	Pacific Mariners
<i>Sorcery</i>	Mull 83	Jake Wood	California
<b>TURBO SLEDS</b> (Starting 2/19)			
<i>Front Runner</i>	Andrews 70+	Lou Grasso	Newport Harbor
<i>Magnitude</i>	Andrews 70+	Doug Baker	Long Beach
<i>Merlin</i>	Lee 68	Donn Campion	Santa Cruz
<i>Renegade</i>	Andrews 70	Dan Sinclair	Royal Vancouver
<i>Zephyrus IV</i>	Reichel/Pugh 75	Robert McNeil	St. Francis
<b>ULDB 70s</b> (Starting 2/19)			
<i>Evolution</i>	SC 70	Brack Duker	California
<i>Grand Illusion</i>	SC 70	Ed McDowell	King Harbor
<i>Mongoose</i>	SC 70	Robert Saielli	San Diego
<i>Taxi Dancer</i>	SC 70	D. Hughes/B. Richards	Santa Barbara
<b>PHRF - A</b> (Starting 2/18)			
<i>Bay Wolf</i>	SC 50	Kirk Wilson	Cabrillo Beach
<i>Blue Chip</i>	Farr 40	Walt Logan	San Francisco
<i>Bushwacker</i>	J/160	Harry Smith	California
<i>Charisma</i>	Andrews 56	Dave Sallows	Encinal
<i>Climax</i>	Barnett 52	Alex Oberschmidt	Southwestern
<i>Harlequin</i>	N/M 55	Barbara O'Donnell	Newport Beach
<i>Ingrid</i>	SC 52	Bill Turpin	St. Francis
<i>Lina</i>	SC 50	Walter Pressel	Pacific Corinthian
<i>M Project</i>	Sprint 50	Manouch Moshayed	Bahia Corinthian
<i>Rosebud</i>	SC 52	Roger Sturgeon	Santa Cruz
<i>Stealth Chicken</i>	Perry 56	Lee Lewis	Del Rey
<i>Vitesse</i>	SC 52	Bill Siegel	Royal Ocean
<b>PHRF - B</b> (Starting 2/17)			
<i>Impact</i>	J/120	Dick Sikorski	Bahia Corinthian
<i>J-Bird</i>	J/120	David Janes	Bahia Corinthian
<i>Airstream</i>	Centurian 42	Michael Roach	California
<i>Osprey</i>	SC 40	Antony & Nick Barran	California
<b>CRUISING FLEET</b> (Starting 2/12)			
<i>Allegra</i>	Baltic 55	John Cahill	Seattle
<i>Amazing Grace</i>	Farr 55	Allen Puckett	California
<i>Ariel</i>	Tradewinds 40	Hugh McIntyre	California
<i>Battalion I</i>	Endeavor 43	Butch Johnson	Del Rey
<i>Boat</i>	Swan 44	Norman Krevoy	Del Rey
<i>Chelsea</i>	HC 33+	Don Ross	Balboa Basin
<i>Cyrano</i>	Cyrano 44	Ted Lord	Santa Cruz
<i>Drums of Bora</i>	Caulkins 50	John Kingsley	Wooden Hull
<i>Le Reve</i>	Swan 46	E.J. Gantz	Los Angeles
<i>O'Liberty</i>	Liberty 458	Lindley Metzinger	Women's Sailing
<i>Pakele</i>	Islander 36	Gary Gould	Navy-Channel Is.
<i>Sea Dancer</i>	Ericson 35	Al Wheatman	California
<i>Sequestered</i>	Freedom 45	Melvyn Fliegel	Del Rey
<i>Starbuck</i>	Perry 58	Bill Clute	St. Francis
<i>Surprise</i>	Schumacher 46	Steve Chamberlin	Richmond

ocean racing.

More sale boats: Fred Howe's new **SC 52 Warpath** splashed down in Santa Cruz a few days ago, the 18th of these designs cranked out by Santa Cruz Yachts. Howe, who lives in San Diego and formerly owned an Olson 30 and Express 37 of the same name, went for all the bells and whistles — everything from the tall carbon rig to an air conditioning system. . . Brothers Tim and Mark Bowman are the latest J/120 owners, taking delivery of hull #104, **Jolly Mon**, last month down south. Tim lives in Newport Beach, while Mark lives in Palo Alto, so the boat will be busy shuttling back and forth for various events. It will first appear in the Bay Area in June. . . Newlyweds Liz Baylis and Todd Hedin have purchased **Moonshine**, the souped-up plywood Dogpatch 26 that Billy and Melinda Erkelens rode

to overall victory in the '96 Pacific Cup. Liz and Todd hope to repeat that feat with the boat in the 2000 Pac Cup.

Mitch Weltbach, an Oakland sailor and former crew for Don Trask, has just bought the J/40 **Elan Vital**, which recently returned from a Mexican tour. Perhaps Weltbach will give *China Cloud*, the other local J/40, some competition in the near future? . . . New father John Collins has sold\* his national champion Moore 24 **Conococheague** to Holder 20 sailor Andy Poggio. Hopefully, Poggio will rename the boat something easier to pronounce and spell. Collins, meanwhile, is happy to be a "boat slut" for a few years (he'll be back, and we can hardly wait to see what he names the next one!). . . Santa Cruz sailor **Tim Kelbert** has moved up from an Olson 25 to an Express 34, which should arrive from the East Coast any day.

mal' people. But that didn't stop 16 boats from coming out for Saturday's light air contest, one which only six boats finished before the time limit expired. Just 14 boats braved the elements — a steady 30-knot wind, not to mention snow flurries an hour before the start — on Sunday.

None of the 11:Metres or Hobie 18s showed up once during the weekend, and from the sound of it, they didn't miss much. "We had some problems," admitted race official Anne McCormack. "The class breaks weren't right, and the way the time limit was written (if one boat finishes inside the time limit, all others have just half an hour to finish) works okay for one design, but not for PHRF."

With attendance dropping, SFYC is considering moving the Fall Series forward to October/November next year, or just downsizing it to a one weekend mega-event in November. "People should do other things besides race sailboats the weekend before Christmas," noted Anne.

Final results of the series follow:

DIV. I (under 100) — 1) **Blue Chip**, Farr 40, Walt Logan, 7 points; 2) **Javelin**, J/125, Pat Nolan, 14; 3) **Recidivist**, Schumacher 40, Colin Case, 28; 4) **Run Wild**, Olson 30, Dale Irving, 36; 5) **Razzberries**, Olson 34, Bruce & Lina Nesbit, 40; 6) **Limelight**, J/105, Harry Blake, 20; 7) **Sabretooth**, J/105, Mike Eagan, 47. (14 boats)

DIV. II (101-135) — 1) **Outta Sight**, Laser 28, Mike Anderson, 10 points. (2 boats)

DIV. III (135-up) — 1) **Ruckus**, Newport 30, Paul Von Wiedenfield, 11 points; 2) **Perezoso**, Excalibur 26, Davis/Nehms/Sargent, 13; 3) **Andale**, Moore 24, David Kuettel, 14. (7 boats)

NON-SPINNAKER — 1) **Aria**, Grand Soleil 37, Dan Carico, 8 points. (2 boats)

### Race Notes

Sale boats of the month: Hal Ward recently sold his Andrews 70+ **Cheval** to Silicon Valley software magnate Philippe Kahn, who formerly owned an Express 37, a Baltic 43 and a SC 50 all named *Dolphin Dance*. The turbosled, probably most famous for winning the Barn Door Trophy in '95 despite dismasting 30 miles from Diamond Head, now resides in Santa Cruz. It has been renamed *Pegasus*, and project manager Jay Crum is readying it for the upcoming Tahiti Race. . . Speaking of which, former SC 50 *Dolphin Dance* crew Anna Stockel liked the design so much she recently bought a 50 of her own — **Tango**, a highly modified, two-time BOC veteran. The boat was shipped from its home on Lake Pontchartrain, LA, to Santa Cruz, where it will undergo a major rehab before making its debut on the Bay in March. Anna, a high tech consultant in Cupertino, plans to use the boat mostly for singlehanded



# THE RACING

**Sellers market:** The local **Vanguard 15** fleet seems to be on the verge of taking off, with 20 of these low-hassle, high performance boats now populating the Bay Area. Boat owners include Olympians Nick Adamson and Steve Bourdow, and numerous top notch collegiate racing vets (e.g., Morgan Larson, Howie Schiebler, John Horsh, **Scott Sellers**) have been cycling through in the fleet. Several barely used boats (new for the Hinman Trophy last month in Long Beach) are still available through Svendsen's, the local dealer. "Wouldn't it be great to have a successful (i.e., 40 boats) adult dinghy class on the Bay?" asks Sellers rhetorically.

**Heading east:** The DynaYacht 40 **Red Hornet** has been sold to Annapolis, where new owners Kathleen and Paul Parks currently await delivery. Launched in January 1997, the innovative *Hornet* has stung fleets up and down the West Coast, the Great Lakes and Florida. It was the prototype for the new Schock 40, the first of which is now expected to launch in March. According to builder Tom Schock, three 40s have been sold (#1 to a Mexican owner, #2 to boat dealer Alphonso Sosa of Sausalito, and #3 to Nick Martin of

LAYC) and five other potential owners are hovering in the wings to scoop up #4 and #5, which are still being offered at the introductory price of \$160,000. Schock is also keeping busy pumping out his new Harbor 20s (59 sold to date), and retrofitting Santana 20s with upgraded deck layouts.

**Mini-midwinters:** The **South Bay YRA** winter series is underway, with 13 boats competing in their second race on December 12. San Leandro YC hosted that drifter, which saw the Santana 30/30 *Pizote* win the spinnaker class and the Ericson 30+ *Far Better Thing* take non-spinnaker. . . The second of four **Vallejo YC** mid-winter races also occurred on December 12, with just ten boats in attendance. Winners of the sunny 6.5-mile race were *Faraway* (O'Day 27, Jim Mueller), *De'gage* (Ranger 24, Jeff Ruszler) and *Reality Cheque* (unknown). . . The second edition of **Alameda YC's Estuary Midwinters** was sailed on December 13. Twenty-one boats reached up and down the ditch in a blustery southerly, hoping in vain to finish before the rain began. Class win-

ners were *Mirage* (Spinnaker, Black Soo, Ben Mewes), *Drummer* (Columbia 5.5, Alan Weaver), and *Bamboozled* (Non-spinnaker, J/24, Larry Westland).

**Coming attractions:** A trio of the best Southern California regattas have banded together to form the new **Volvo Inshore Championships**. Consisting of San Diego YC's Yachting Cup (4/30-5/2), Cal YC's Cal Race Week (5/28-30) and Bruce Golison's popular North Sails Race Week (6/25-27), the new Volvo circuit is open to PHRF boats rating 0-174, as well as select one designs (J/120, Melges 24, etc.) and level classes for 30 and 40 footers. Entry packages will be mailed in March. Call Golison at (714) 379-4884 to learn more about this exciting development.

**Out and about:** The 'Boston Cosmos' (skippers Josh Adams, Nick Trotman, Mark Mendelblatt) won the '98 US Sailing Team Race Championship (aka the **Hinman Trophy**) in Long Beach on December 4-6. Hosted by Alamitos Bay YC, and sponsored by Rolex and Vanguard Sailboats, the 83-race series pitted 12 teams against each other in Vanguard 15s. The 'Cape Cod Wishbone' (Tim Wadlow, Graeme Woodworth, Tim Fallon) was

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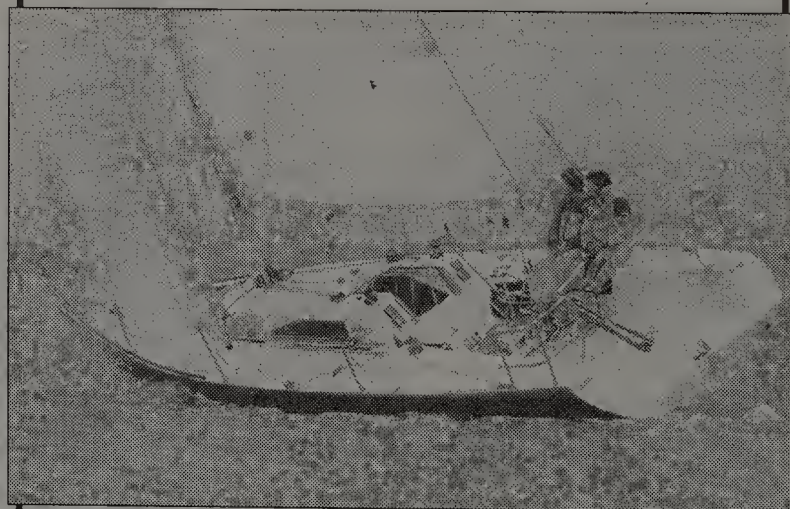
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the runner-up. . . The San Diego YC's fun three-race **Hot Rum Series** is history, with Ernie Pennell's blue Farr 44 *Bravura* topping the huge 127-boat fleet. The Farr 40 *High Five* was second overall, followed by *Wildfire* (Olson 30), *Velos* (Tanton 74) and *Cantata* (Andrews 53).

Lucky stiff: Lots of Bay Area sailors will be sailing in next month's *Yachting Key West Race Week*, scheduled for January 18-22 back in Florida. The Ely family have shipped their **SC 52 Elyxir** back for the series (and a Caribbean tour afterwards), and their crew will include sailmaker Norman Davant. Tom Coates (*Charade*) has chartered a factory fresh J/105 and will be joined by J/Boat president Jeff Johnstone, Tim Scherer, Hisham Sinawi and others; Tom Thayer (*Speedwell*) has also chartered the J/105 *Hijinx*, which he will sail with Robert Milligan, Kevin Kienast and some East Coast friends. At least one local Melges 24, Jessica Lord's *Twist & Shout*, will make the trek East. Individuals landing crew spots include Seadon Wijsen (1D-35), John Sweeney (1D-35), Hogan Beatie (1D-48), and Matt Ciesicki, Chris Perkins, Scott Easom and Sean Svendsen, all scattered throughout

the Farr 40 fleet. The regatta is shaping up to be huge (254 entries so far), with a number of European entries adding an international flavor to the festivities.

Kudos: Richmond YC 'sailor of the year' honors went to **Bruce Nesbit**, who keeps his Olson 34 *Razzberries* in perpetual motion. Corinthian YC similarly honored **Steve Schneider**, who sailed his Islander 36 *Absolute* to another ODCA victory last summer. SBRA recognized three women for their above-and-beyond contributions last year: outgoing president **Judy Yamaguchi**, incoming president and webmeister **Bonnie Fraik**, and Clear Lake Regatta organizer **Gail Yando**. . . San Francisco YC awarded their 'sailor of the year' trophy to perpetual Newport 30 winner **Frank Hinman**, a member of that club for 64 years! . . . The closeknit Ocean Yacht Racing Association (OYRA) picked **Richard Bryant**, a board member who campaigns the Express 27 *Jaded Lover*, as their Sailor of the Year.

One for the record books: Laurent Bourgnon singlehanded his 60-foot trimaran *Primigaz* to a second consecu-

tive **Route Du Rhum** victory in late November. In the process, he torched his '94 milestone by two days, lowering the course record to 12 days, 8 hours, 41 minutes. *Primigaz* sailed 4,311 miles, averaging 14.5 knots — slow compared to what Bourgnon claims his new mega-cat, currently being built for The Race, will do ("under nine days," he claims).

Random notes: Alameda's **Krysia Pohl** has taken a leave of absence from the Coast Guard to pursue a full-time Olympic Europe dinghy campaign. Encinal YC will be holding a fundraiser on her behalf soon. . . Rick Boston and Tim McTighe sailed their Olson 30 *Tacos Pescados* to victory over ten other boats to claim this year's Santa Cruz YC Champion of Champions Race, held in light air at the end of November. . . As we go to press, Larry Ellison's world maxi champ *Sayonara* was poised to compete in the 630-mile Sydney-Hobart Race on December 26. With Chris Dickson driving and **Mark Rudiger** navigating, *Sayonara* will easily win line honors barring an unusual (well, for them) breakdown. Conditions weren't looking stellar, however, for breaking the 2 day, 14 hour course record.

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With reports this month on **'Millennium Charter Possibilities**, a late-summer cruise through the **San Juan Islands**, and miscellaneous **Charter Notes**.

## Where Will You Be When the Clock Strikes Midnight?

As we usher in 1999, it becomes all too obvious that we are now perched on the threshold of the new millennium. And having just recovered from New Year's 1998, we're struck by the notion that it's none too soon to solidify plans for 'the big one'.

While some say the passing of our calendar into a new century is no big deal, those of us with festive spirits and creative vision are making mental lists of the coolest places to be when the clock strikes midnight in December of '99. And since we live and breathe sailing, naturally, our list is filled with prime cruising destinations where it's sunny during our winter months.

Take note, however, that if the prospect of making a truly spectacular sailing trip over New Year's '99 excites you, there's no time to waste. Almost every bareboat in the worldwide fleets of the three major firms, The Moorings, Sunsail and Sun Yacht Charters, have been booked for months (with the few exceptions listed below). Our diligent research has found some availability within smaller outfits, but again, you'd be well advised to pick up the phone and lock in your reservation as soon as you finish reading this

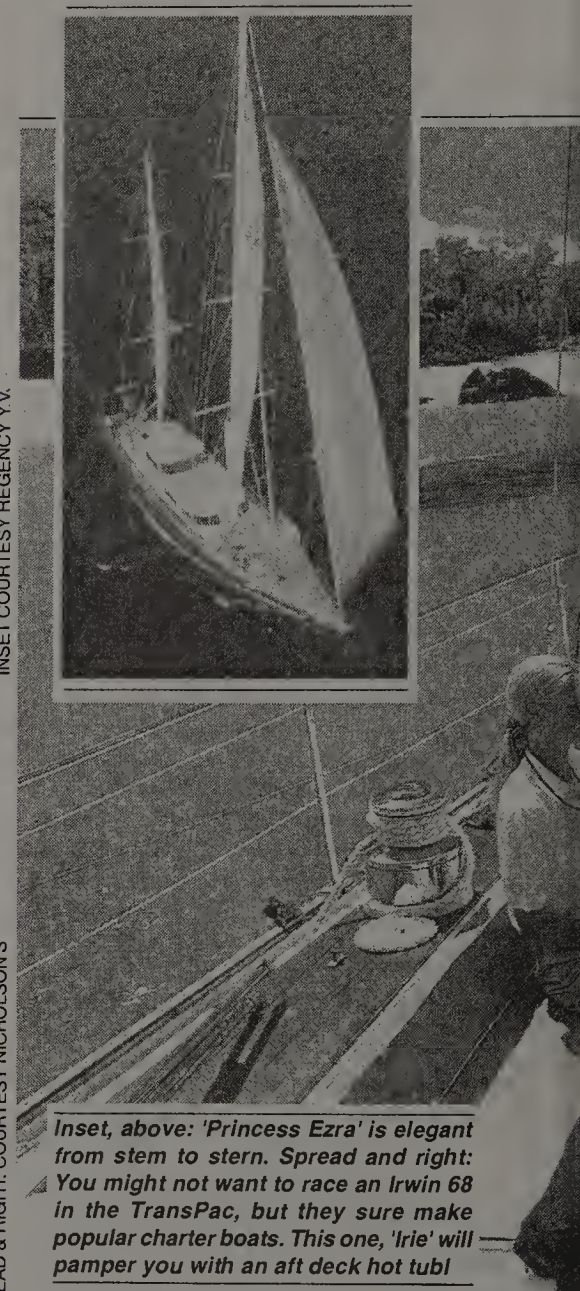
*You don't need to charter an enormous yacht to have the time of your life. Boats like 'Girl Friday' specialize in two-passenger charters.*

Since we're talking about 'the big one', though, it may be time to pull out all the stops and splurge on a luxurious yacht, complete with a pampering crew and a full range of watersports toys. What better occasion to blow your inheritance? Unfortunately, the coming of the millennium has created a feeding frenzy in the crewed yacht market too. Most boat owners are charging at least double their normal rates, bringing the average per-person rate up to \$5,000 or higher, including all meals. Many, but not all, yachts are also requiring a 10-day or two-week minimum. Still, if you can afford the price of admission, it just might be worth it to usher in the new century while sipping fine bubbly under crystal-clear tropical skies, peppered with twinkling constellations. Or to be able to report later that you crossed into the new millennium dancing barefoot to steel drums at a palm-thatched beach bar or skinny-dipping by moonlight in some tranquil lagoon.

Ironically, although at least half of the charter yachts in the Caribbean and South Pacific are already booked, finding a suitable boat may be the least of your problems. While deposits have been held for months on many boats, virtually no charter clients have secured air reservations yet, as airlines — at least U.S.-regulated airlines — are not allowed to take reservations more than 331 days in advance of the departure date. Later this month, however, you can expect air reservation switchboards to be absolutely jammed as would-be revelers of all stripes clamor to lock in flight dates. (January 20, for example, is 331 days before Saturday, December 18, an appropriate date to begin a two-week holiday charter.)

As we spin the globe, a number of prime winter charter destinations come to mind: New Zealand, Australia, Phuket (Thailand), Tahiti and just about anywhere in the Eastern Caribbean, which, from all reports, is apt to be one giant fete from Trinidad to Puerto Rico.

It goes without saying that Auckland will be reeling with excitement from the America's Cup competitions next winter, but if you can find a boat, the Bay of Islands, farther north, has enough nooks



INSET COURTESY REGENCY Y.V.

SPREAD & RIGHT: COURTESY NICHOLSON'S

*Inset, above: 'Princess Ezra' is elegant from stem to stern. Spread and right: You might not want to race an Irwin 68 in the TransPac, but they sure make popular charter boats. This one, 'Irie' will pamper you with an aft deck hot tub!*

and crannies to offer a peaceful week on the water after a New Year's bash in Auckland. Here, and elsewhere, be advised that the 'millennium market' is apt to be somewhat fluid. That is, some owners who have previously taken their boats off the market are apt to change their priorities, creating new availability. Other factors are new boats that have yet to be commissioned and privately-owned boats that may enter the millennium market on a temporary basis. So if at first you don't succeed, it may pay off to keep checking back with charter operators by phone or via the Web.

All mainstream bareboats in Sydney are officially booked up, but as in Auckland, there are thousands of private boats berthed in the area, some of which may become available for charter in the coming weeks and months. And a good international charter broker can probably still find you some good crewed yacht options. Exploring sunny Sydney Harbor or gunkholing through the nearby Pittwater region would be a New Year's

COURTESY REGENCY YACHT VACATIONS

article. Most companies are charging a 5-10% premium for millennium charters, but that's nothing compared to what luxury crewed yacht owners are asking.



# OF CHARTERING



anywhere else in the world, the Eastern Caribbean still has a smattering of bareboats and a wide variety of crewed boats to choose from. Assuming you want to be where the action is, there are several prime party venues in the Lesser Antilles. The picturesque harbor at Gustavia, on French St. Barts, attracts gazillionaires from around the world, who med-moor their megayachts along the quay like diamond tiaras artfully displayed in a jeweler's window.

In the British Virgin Islands, you can count on rum-soaked ribaldry at Foxy's Tamarind Bar on Jost Van Dyke, where the anchorage is sure to be packed beyond capacity. An equally big turnout is expected a few miles to the east at Virgin Gorda's Bitter End Yacht Club. Although the resort will be filled to capacity with landbound guests, as always, boaters are more than welcome to eat, drink and be merry ashore. In honor of the different time zones its international clientele hails from, the resort plans to celebrate New Years every hour beginning at 3 p.m., with a rotation of 15 local reggae and calypso bands serenading all comers until the wee hours. The 70 mooring balls out front will be available on a first-come-first-served basis, but there's no shortage of anchoring space.

At this writing, TMM, (800) 633-0155, still has five bareboats available in the BVI, including an F/P Athena 38 cat and a Tobago 35 cat. They also still have availability in St. Vincent and Belize. "We have only two boats available worldwide — and neither one of them is even built yet," said a Moorings sales rep. Both are 36-ft Beneteaus destined for the Bahamas. Call (800) 535-7289. Sun Yacht Charters, (800) 772-3500 has two Jeanneau 42's left in the BVI and two similar-sized boats in Tahiti — and that's it. CYOA still has a variety of boats available, from 33 to 42 feet. Call (800) 944-2962.

In the luxury yacht realm, Julie Nicholson of Cambridge and Antigua-based Nicholson Yacht Charters, (800) 662-6066, reports there are still plenty of good boats available, sighting as examples the 85-ft ketch *Falcon* (\$40,000/wk for 10 guests), the Grand Soleil 56 *La Dulce Vita* (\$18,000/wk for six), and the Irwin 68 *Irie* (\$40,000/10 days for eight guests including scuba).

Kathy Mullen, of Regency Yacht Vaca-

as Elite Sail & Dive, which manages a fleet of bareboats and crewed yachts up to 125 feet. With the weakened Asian economy, many charter boats are a relative bargain this season, and may remain so throughout the year.

Take note also, that the island often serves as a temporary home base for cruisers, some of whom charter quasi-legally during their residence. How do you find them? Savvy brokers may know, or you might spread the word that you're curious via cruiser nets. In all such foreign dealings, however, be cautious, thorough and ask lots of questions about a boat before you wire any money. Obviously, working through an established broker or agency gives the greatest measure of security. Which brings us to the Caribbean, the world's biggest yacht chartering playground, where dealings tend to be straightforward and deposits are held in escrow accounts.

With more resident charter boats than

treat.

Tahiti tends to be a bit rainy in late December, but that hasn't kept the bareboat fleets from booking up. Again, a good charter broker with international experience may still be able to find you a nice crewed yacht. And, yes, there's plenty of champagne available in the islands.

Late December is apt to be rainy in both the Seychelles and the Maldives, but it's an excellent time to charter in Phuket, Thailand. Unfortunately all Sunsail's bareboats are booked, but again, it may be worth checking back about the possible addition of new boats. Or, consider a wild New Year's in Bangkok, followed by a charter the following week in Phuket. (December through April is the best sailing season.)

For researching off-beat options, in such far-flung destinations, the internet is a fabulous tool. For example, with a bit of browsing we found the 52-ft Dutch-built cutter *Pegasi*, a private yacht available in Thailand at reasonable rates (e-mail: [bluewatercharter@csi.com](mailto:bluewatercharter@csi.com)), as well



tions, (800) 524-7676, which has offices in St. Thomas and Tortola, offers the scuba-equipped *Girl Friday*, a CSY 44 (\$10,000/wk for two guests), the St. Francis 43 catamaran *Bruce's* (\$30,000/wk for six), and the classic 1936 Alden, *Orphee III*, which has just been completely refurbished. If you want to bring the whole gang, though, how about chartering the custom 100-ft sister ships *Princess Ezra* and *Princess Zynip*. Together they can accommodate 16 people with a price tag of \$200,000 for 10 days.

The bottom line is that there are still plenty of crewed boats to choose from, but with every passing month the options will become fewer and prices will invariably rise even higher. If you're normally a bareboater and find that you're too late to book one, the arrival of the new millennium would certainly be an appropriate time to spend the extra cash for a luxury yacht — that way you'll always have someone close by to top up your champagne glass!

— latitude/aet

## A Late-Summer Getaway to the San Juan Islands

"Hey, we just hit seven knots — now, this is sailing!" cried John, who frequently races on the Bay. We're not exactly setting a world's record aboard the catamaran *Explorer*, but we're happy to be sailing in the Pacific Northwest's San Juan Islands.

"Now you're going too fast for fishing," complained Chris. "The lure's just danc-

Yachts 38 chartered from Anacortes Yacht Charters.

It's sunny and warm; seven-year-old Baylis is in swim trunks and Nancy is slathering on the sunscreen. Baylis and Chris are having a serious discussion about lures. Some of the deciduous trees along the shore are just beginning to turn orange, snow perpetually tops glacial Mount Baker, the sky is blue, and the islands are the usual pervasive green, despite the comparative lack of rainfall this year. All is well with the world.

We picked up the boat, a 1985 teak deck 'Value Line' (read 'budget') sloop on the Sunday of Labor Day Weekend. A very helpful Anacortes Yacht Charters staff member named Wendy Patterson checked us out quickly, giving us a complete tour of the boat and her systems, then supervised a quick test spin.

Before shoving off, we provisioned at the supermarket right across the street from the marina, and rented a fishing pole from nearby Cap

Sante Marine.



ALL PHOTOS: LATITUDE/CHRIS



*Insets, left to right: John caught the crabs (or did they catch him?); the Moran Mansion; Captain Baylis steers and fishes at the same time. Spread: A good illustration of the old adage 'Tonnage Rules'.*

on Fidalgo Island, wandering into its beautiful, historic downtown for dinner. Anacortes is a convenient starting point for cruising the San Juan Islands, as Fidalgo Island is connected to the mainland with bridges, and an Airporter Shuttle serves the marina from Seattle and Vancouver, Canada, airports.

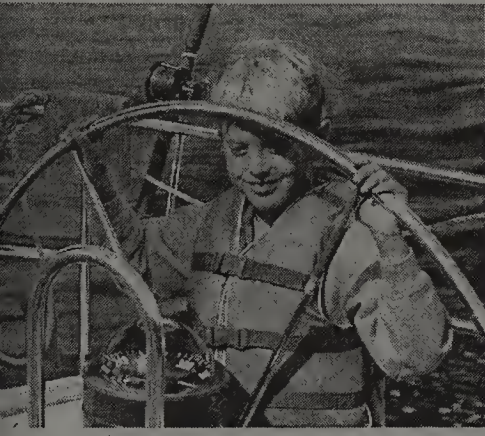
On Labor Day, we sailed to Rosario Resort, a marina with 30 slips and several mooring balls on Orcas Island. We thought our slip was a bit pricey, but it came with passes for three swimming pools, a spa, a weight room, and free coed showers — very convenient when you have a young child of the opposite sex. Nearby are a playground, a croquet field, a poolside bar, a professional massage studio, three restaurants, a cafe/store and two boutiques — all within or beside the Moran Mansion. The mansion was built in 1904 as a personal residence for Robert Moran and it drips with genuine



ing over the surface of the water."

We are two men, two women and a young boy aboard *Eminence*, a Sweden





atmosphere, not the Hollywood kind. In addition to serving as a resort and convention center in its current incarnation, the mansion is a museum and home to an incredible Aeolian organ with 1972 pipes. The clipper ship *America*, which held the world record for the NY to SF run (via the Horn), wrecked here, and her figurehead stands on the lawn as a monument to her historical significance.

On Tuesday, a thin veil of marine layer weakened the sunshine and we had no wind, therefore no sailing. But by now we were slowing down, getting into an island cruising frame of mind. We motored slowly, trolling, but didn't catch anything. A local at Rosario had told Chris that no one was catching fish, but we should be able to catch some crabs. Crab pots are standard equipment on all AYC boats.

Distances from island to island in the San Juans aren't great, so we arrived at our next planned destination, Friday Harbor on San Juan Island, by 1:00 p.m. Rather than spending all afternoon there, we chose to backtrack to Shaw Island and anchor at Indian Cove, with a view of little Canoe Island to the east.

We hadn't caught any crabs yet using leftover chicken as bait, so this time we tried canned corned beef and caught three big ones! Afterwards, Baylis rowed the girls to the beach aboard our inflatable.

Friday Harbor, a big town for the San Juans, is about the size of Tiburon and is served by the Washington State car ferries. We briefly visited the Whale Museum, then headed straight for the San Juan Brewing Company, an English-style pub and grill with an endless menu and a long list of microbrews. John, our English crewman, was in his element, as he'd been craving fish and chips since Sunday. We sampled microbrews and mai-tais, and feasted on seafood.

Baylis went off to play in the park across the street while we wandered around the little town. Upon returning to the slip at dusk, however, we discovered that our young 'cabin boy' had been out rowing around the harbor in the dinghy on his own! Then, while he and some other kids on the dock entertained themselves by catching jellyfish and shrimp in plastic cups, then releasing them, we pulled up our crab pot to find what appeared to be a starfish on steroids — it had 21 arms!

During the night the temperature dropped and we woke up cold; we huddled together in the main salon and fired up the diesel heater. We knew, though, that the drop in temperature meant that the *'Eminence'* wings her way toward Spencer Spit, while Nancy enjoys the sunshine and scenery on the bow.



sky must have cleared and another sunny blue day was eminent. In the morning, John whipped up a fabulous crab omelet with his catch from the day before.

We headed south to the Strait of San Juan de Fuca in search of wind and wildlife. We found the wind at least, and had a beautiful sail. After rounding the south side of Lopez Island, we short-tacked through Lopez Pass — a little thrill for us racers ("To the wall!") — then flew dead downwind wing-on-wing to Spencer Spit, where we picked up a mooring buoy and rowed ashore to the State Park there. The lagoon, which had been billed as a good swimming hole, was too low and algae-filled to be any good for swimming. The park has no services, and only one other boat moored on the south (windward) side of the spit.

After eating dinner and putting Baylis to bed, we sat outside, huddled together under a sleeping bag for warmth. The Milky Way clouded the clear sky above us, until a fabulous orange moon crept up over Frost Island to our east.

In the morning, Nancy and Baylis rowed to the spit, where the only structure is a log cabin built entirely of driftwood. After lingering as long as we dared, we motored back to Anacortes against a strong current.

We all agreed that we could have easily spent a month exploring the San Juans, but felt that we'd made excellent choices for a short sampling of the best the islands have to offer.

— latitude/cw

## Charter Notes

If you've ever wished you had a cru-

ing boat in Mexico so you could take part in the wacky antics of the annual Sea of Cortez Race Week, Race Chairman 'Padre Timo' may have a solution. At this



# WORLD OF CHARTERING

year's event, to be held April 17 to 25, a special racing class will be organized for bareboats from The Moorings La Paz fleet. Sound like fun? No doubt it will be, win or lose.

The racing is likely to be a bit looser than at The Moorings own Cortez Cup Regatta held every fall, but 'loose' is a good thing among Mexican cruisers. If you plan to be out cruising yourself someday and want to meet some experienced hands, or just want an excuse to party sail and swim in the Sea of 'C', make a reservation before the 10-boat fleet is booked solid. The Moorings are the only bareboats available in the Sea of Cortez and all are well maintained. Call (800) 535-7289 for reservations, or e-mail Padre Timo (AKA Tim Tunks of *Scallywag*) for event info at: [padretimo@aol.com](mailto:padretimo@aol.com).

The biggest news in the **Bay Area charter scene** is that a new lady — a **Bay Lady**, to be exact — will soon arrive at San Francisco. Recently purchased



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*Pictured here in Maine, her original home waters, 'Bay Lady' will soon be seen on the Bay, hosting charter parties of up to 85.*

by **Rendezvous Charters**, which already operates the biggest charter fleet in the region, the 95-ft *Bay Lady* was built specifically for charter work in Bath, Maine. Coast Guard certified to carry 85 passengers, "she'll have the largest passenger capacity of any sailing charter boat in California," says co-owner Drew Harper. The only catch is, he has to get her here first. Rather than suffer the ocean trip via Panama, *Bay Lady* will be trucked across country.

She's so big, though, that Drew had to arrange for a 15-axle, double articulating trailer, whatever that is. And since she's nearly 20 feet wide and will sit 18 feet off the pavement, she'll take up two lanes and have to travel back roads the whole way. Highway Patrol escorts have already been arranged in 14 states! We can't wait to see the pictures.



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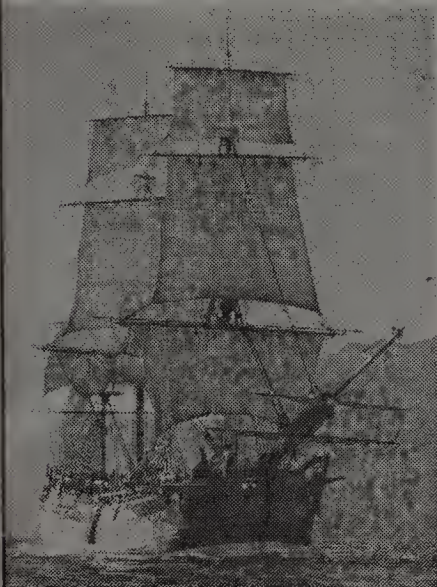
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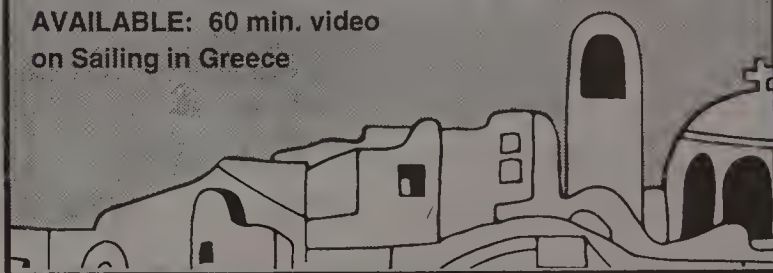
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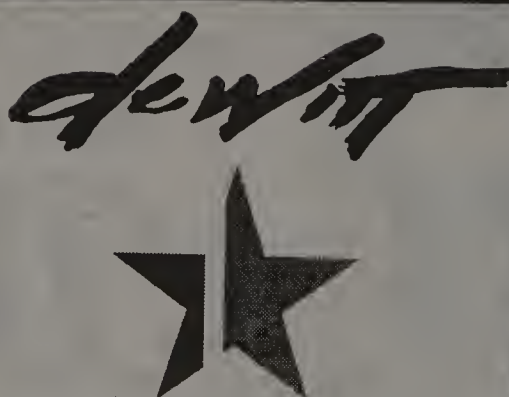
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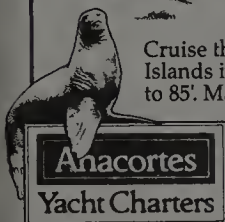
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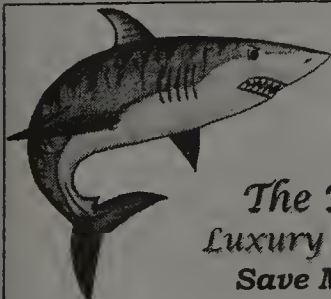
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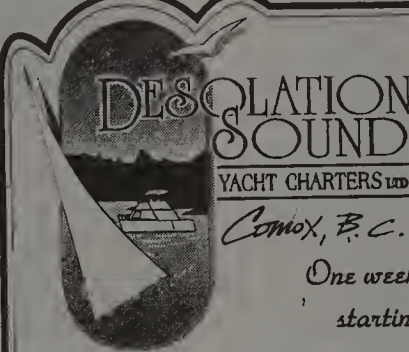


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# CHANGES

With reports this month from **Panacea** on "continued bliss" in the South Pacific and Oz; from **Dana** on the completion of a 5.5-year circumnavigation; from **Pilgrim** on a year of wandering around Southeast Asia; from **Maude I. Jones** on southern part of New Zealand's South Island; from **Tan-Tar-A** on making peace with Mitch in the Rio Dulce; from **Elixir** on the Caribbean 1500; and **Cruise Notes**.

## **Panacea — Cal 40 Bill and Nan Hilsinger Bundaberg, Australia (San Mateo)**

G'day, mates, and happy holidays from Down Under! It's been a good year for the good ship *Panacea*, whose crew must have sailed her over the rainbow because we're now in 'Oz'.

We welcomed in '98 while on holiday back in the States. And after returning to Fiji and refitting the boat, we sailed to Vanuatu, which we think is the 'paradise of the South Pacific'. Later we continued on to New Caledonia before sailing here to Australia.

The highlights of the year were: enjoying the 'kustom dancing' of the small Namba tribe of Malekula; the live volcanoes of Black Magic Island; and the peaceful shores of Ambae — better known as Bali Hai from *Tales of the South Pacific*.

Australia, which is just as you'd picture it, continues to unfold for us. Kookaburras wake us each morning, flying foxes fill the sky each evening, and kangaroos roam the unspoiled terrain. The Aussies really do say, "G'day, mate", in greeting, and if you go to the 'outback', you really will find koala bears, duckbilled

*Nan Hilsinger of 'Panacea', following her bliss, among the 'kustom dancers' of Malekula. Isn't the world a fun place?*



COURTESY PANACEA

platypuses, wombats and crocs. We're anxious to explore this magnificent country — but we're already homesick for our tropical islands, too!

Our plans for 1999 include a leisurely sail up the east coast of Oz to the Whitsunday Islands and Cairns. Then we'll be off to Papua New Guinea and the Solomon Islands. After that, who knows? Maybe back to Vanuatu and Oz, or perhaps the Marshall and Caroline Islands to be north of the next cyclone season. Wherever we sail and whatever we do, however, rest assured that we'll be continuing to find our bliss on *'Panacea's Great Adventure'*. Serenity and abundance to all in the coming year.

— bill & nan (and perko) 12/5/98

## **Dana — SC 36/40 Jim Foley & Linda Moore Africa To Santa Cruz (Santa Cruz)**

The last time we wrote was a little over a year ago when we were anchored up a river in Mozambique. We and *Dana* are now back in Santa Cruz. Our trip around South Africa and back to the United States turned out to be a continuation of a wonderful 5.5 year adventure.

I'll pick up our tale again starting at Richards Bay, where we stayed at the friendly Zululand YC where we celebrated Christmas and the New Year. We also bought a car.

In the middle of February of '77, we began the dreaded 600-mile trip along the coast of South Africa. Although we'd heard all the stories of 70-knot winds, 50-foot seas and no place to hide, we had a relatively easy run. The only drama we experienced was a few hours of 40-knot winds and 18-foot following seas. We rounded the Cape of Good Hope and Cape Agulhas with perfect sailing conditions, and entered Hout Bay on April 1.

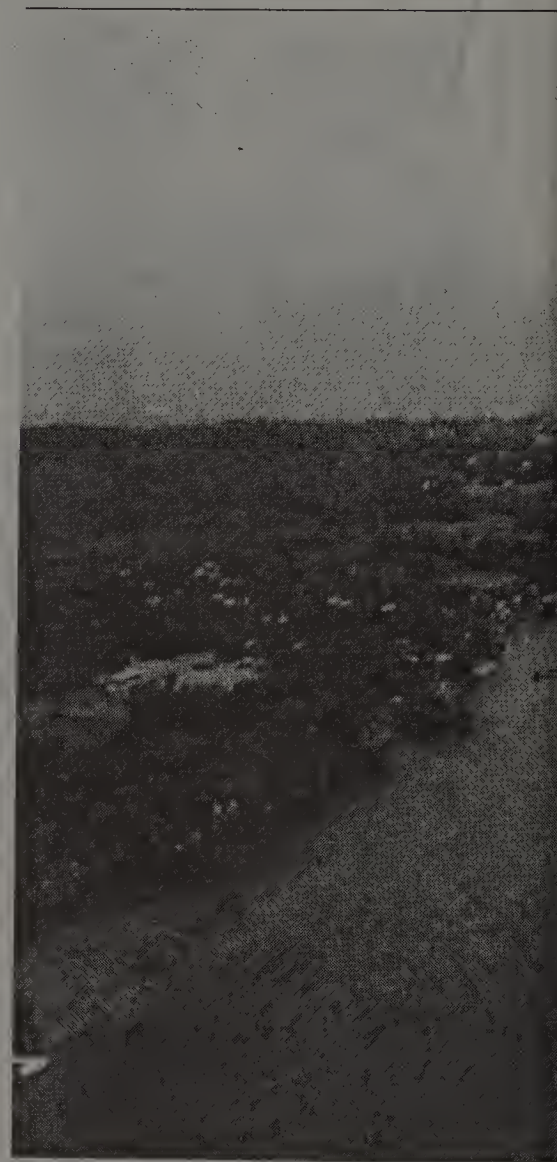
After securing *Dana* in the marina, we took the bus back to Richards Bay to pick up the car we'd bought. We spent the next three months driving over 7,000 miles through South Africa, Swaziland, and Namibia, visiting national parks and game reserves from Kruger to Etosha. Returning to Cape Town in May, we sold the car

and prepared for the Atlantic crossing.

"This is usually an easy passage almost any time of year," is the way I believe Jimmy Cornell described it in *Sailing Routes of the World*. Anyway, two days out we got hammered by a weather system that featured heavy rain, 45 knots of wind on the nose, and worst of all, 15 to 18 foot breaking waves from two directions. We tried to hold our position for two days, but finally gave up and ran with it 260 miles back to Saldanha Bay, South Africa.

After a day's rest, conditions improved so that we were able to head out again. This time we enjoyed the advertised 1,800-mile spinnaker run all the way to St. Helena Island. Timing is everything! We hopped from St. Helena to Ascension Island to Fernando de Noronha — and then on to Fortaleza, Brazil. All three of the anchorages were enjoyable, as the scenery was beautiful and the officials friendly. The stops were a nice way to break up a 4,000-mile trip across the Atlantic.

Leaving Brazil around the end of July,





# IN LATITUDES



SPREAD, TINKER'S BELLE; INSET, COURTESY DANA



**Spread; The bar at the entrance to Guatemala's Rio Dulce. Inset; Jim and Linda, still smiling after nearly six years together in a small boat.**

we enjoyed great downwind sailing up the coast of South America to Devil's Island in French Guiana. We spent a week exploring the prison ruins — remember Papillon? — and the nearby islands of St. Joseph and Royale. We hopped back to the mainland city of Kourou in order to watch a satellite space launch. About as many satellites are thrown into orbit from French Guiana as they are from the United States.

We then sailed north into the Caribbean Sea, our first stop being the island of Tobago with her beautiful anchorages, good diving and very friendly people. After three enjoyable weeks, we made a quick sail to Trinidad to take care of a few minor repairs — which seems to be the thing to do in Trinidad. On just one little tip of the island there must have been 1,000 boats at anchor or on the hard, with everyone waiting for parts, trying to haul out, or just hiding from hurricanes.

We were happy to finally leave Trinidad

in September, moving further north to the Venezuelan islands of Los Testigos, Margarita, and Coche. We had a couple of '4.5' days of windsurfing off the beach at Coche, where I managed to slam my board into Dana's transom while doing about 25 knots! Luckily, the board and my body suffered most of the damage, and we were able to fix the hole in the boat with a little duct tape.

Still suffering some aches and pains, we raised the anchor and sailed west to Tortuga. There we joined up with sailing friends Jon and Sally of *Argonauta* and Chuck and Koko on *Kokana* to enjoy several weeks of sailing through the many small islands of Los Roques and Los Aves. We sailed, snorkeled, fished and had nightly barbecues on the beach.

Bonaire, known for both excellent diving and windsurfing, was our next stop. We tied to a mooring in front of the main city of Kralendijk and hung out for almost two months enjoying the islands most popular sports. All of Bonaire is a marine reserve, and practically every visitor is there for the diving. The dive sites are numbered and all boats must use the moorings provided.

Moorings seem to be the sign of the future in mainstream cruising. While they can be somewhat restrictive at times and usually require close underwater inspection, they certainly help in the preservation of the fragile coral.

We left Bonaire in mid December and arrived in Cartagena, Colombia in time to share Christmas with many cruising friends. Cartagena, a popular cruising destination for a number of years now, features an impressive fortress with a colorful history. And the marina was a fun place to be for the holidays.

If we were to rate our most favorite places that we've visited in our nearly six years of cruising, the San Blas Islands of Panama, our next stop, would be close to the top of the list. These 365 islands just off the east coast of Panama offer a nearly unbeatable combination: good sailing, good snorkeling, beautiful scenery, and very friendly people. We stayed three weeks and would have gladly stayed longer had our plans not called for us to take hurricane season into account.

Months earlier, we'd decided to stay on the Caribbean side of Panama and sail northwest through the islands off Nicaragua, Belize, and the Yucatan peninsula and try some of the great diving in their clear waters. We enjoyed pleasant off-the-wind sailing and a favorable current as we island-hopped our way to the Bay Islands of Honduras. Now, in the aftermath of terrible hurricane *Mitch*, we can only wonder what has become of these beautiful islands and the friendly people we met. The last we heard, 90% of the buildings had been leveled and we've not been able to make any contact with our friends in Guanaja or Roatan. We can only hope they were able to find shelter from the 180 mph winds that blasted the islands for two days.

We left Honduras on March 30 of this year, and continued with the strong cur-

***In nearly six years of cruising the world, Jim and Linda haven't found many places that can compare to Panama's San Blas Islands.***



LATITUDE/RICHARD



# CHANGES

rent to Guatemala — in hope that we could get *Dana* and her seven foot draft over the bar at the entrance to the Rio Dulce. Having heard so many wonderful stories about the river, we certainly wanted to give it a try. After pounding *Dana's* keel into the sand for two hours at the highest tide of the month and making no progress, we finally gave up. But as we were deciding our new course north, a local fishing boat came out and offered to drag us across the mile-wide bar by pulling a spinnaker halyard sideways and heeling our boat over. This procedure resulted in the boat heeling over 35 degrees, and we finally made it across the bar. We soon found ourselves motoring along the steep cliffs of the Rio Dulce.

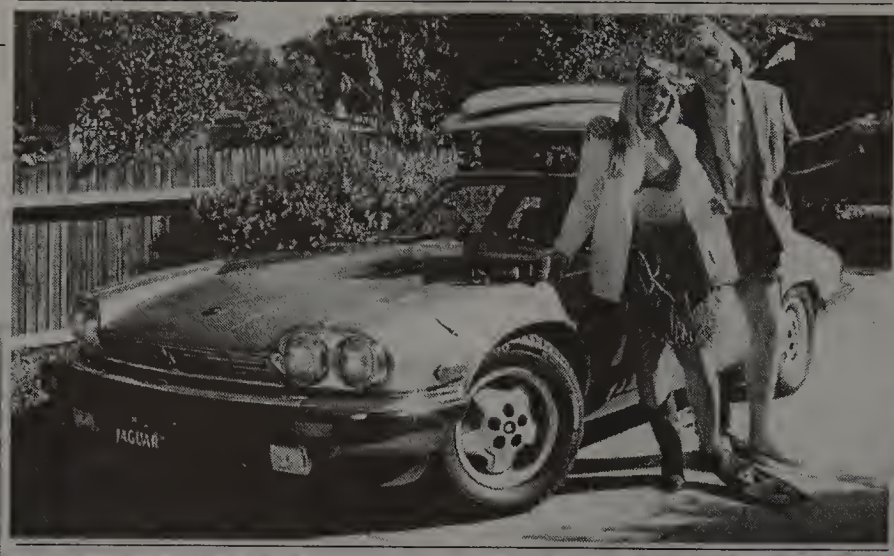
After so many days at sea, the beautiful scenery and flat water was a nice change. We spent the month of April on the Rio Dulce, exploring the lakes and tributaries. We left the boat at Mario's Marina for a few days and took a bus to Antigua for the Easter rituals, returning by way of the ancient Mayan city of Tikal. There are many interesting places to see in Guatemala, although you have to be willing to put up with some hot weather and ever-present smoke and haze in the sky.

Our next stop north was Belize, justifiably known for being another great dive destination. Linda and I enjoyed some of the clearest water we'd seen since the Maldives in the Indian Ocean. The sea life was plentiful, and tank diving the walls of the outside atolls was spectacular. There are hundreds of tiny islands off the coast of Belize, so finding an anchorage to ourselves wasn't any problem.

Continuing north in 25 knots of wind, we had a smooth run with poled out headsails to Isla Mujeres, stopping briefly at Chinchorro Island along the way. Although sometimes crowded with tourists, Isla Mujeres still maintains the pleasant atmosphere of a laid back Mexican town. We enjoyed our time there even though we were just waiting for a good weather window for the 600-mile trip across the Gulf of Mexico to Texas.

On May 13th, with a pleasant southeasterly wind, we started the final leg of our 65-month world cruise. Four days later we were tied up at Seabrook Marina in Galveston, Texas, where there were hot showers, plentiful electricity, and people who say "Hi y'all". We were back in the United States.

Our decision to sail up the Caribbean side of Central America rather than the Pacific side was an easy one. Linda and I have both had our share of beating up



the coasts of Mexico and California, and know that even on good days it's not much fun. By staying on the eastern coast of Central America, you get both the wind and the current going with you. In addition to the favorable currents, there is added benefit of some of the best diving in the world — plus a side trip up the Rio Dulce.

We chose Galveston as our destination because they do a lot of yacht hauling out from that port. In fact, they truck about three boats a week to destinations on the West Coast. Hauling the boat out, trucking her to California, and dropping her back in cost about \$6,000.

So what's next? We're still working on that one. The cruise was the best time of our lives, so now we either have to get back to reality — or start planning our next adventure.

—jim & linda 11/5/98

**Pilgrim — Panda 38**  
**Sue Angus & Steve Whitmore**  
**Phuket, Thailand**  
**(Pier 39, San Francisco)**

After a year of wandering about Southeast Asia via plane, train, bus, car, el-

*Jim and Linda face tough choices: Sail 'Dana' around Moorea, hop in the Jag with the sailboards, or cruise Cartagena.*

ephant, camel, raft and foot, we're getting ready to leave Thailand and set sail for the Mediterranean.

Like many cruisers laying over for the season, we kept *Pilgrim* safe and snug at Rebek Marina Resort in Malaysia. Every few months or so, we took off to explore, visiting Thailand, Malaysia, China, India, and Nepal. We even made a very short trip into Myanmar (Burma), but maintained our political correctness by buying only a cup of tea from a non-government teahouse. We also made occasional shopping trips to Singapore to get our coffee fixes at Starbucks and book fixes at Borders, and to Kuala Lumpur for computer goodies.

Rebek is a popular place for cruisers to leave their boats while they go off land cruising because the helpful staff treat cruisers like family and because the security is excellent. The resort has all the typical amenities, including a swimming pool, an exercise facility — very helpful in getting ready for our Nepal trek — game rooms with satellite television, live music every night at the bar, and even a dedicated e-mail phone line for cruisers. By



PHOTOS COURTESY DANA



the time this appears in print, their haul-out facility and boatyard should be operational.

Rebak's big drawback is that it's a small island off the coast of another island — Langkawi — in the middle of nowhere. Fortunately, the airport — and the gateway to Asia — is only a half hour from the marina. Another drawback is the heat and humidity — particularly in the middle of the night. A boat air conditioner can greatly improve one's quality of life in this part of the world. New ones can be bought locally for about \$200, while departing sailors will sell used ones for about half that price.

Phuket — the center of cruising in Thailand — is only 125 miles north of Rebak. It's great for cruising with lots of beautiful islands nearby, white sand beaches that go on forever, and enough nightlife for everyone. The guys particularly like what Steve calls the "anatomy academies", and even we women cruisers wonder how the women performers are able to do what they do — you don't want to know — with ping pong balls and even dart guns. Of course, not all the 'women' performers are women — or at least weren't until they had saved up enough for a trip to that special surgeon.

The big drawback to staying in Thailand for the season has been visas. Until recently, you had to leave the country every 30 days, and after a while, the necessary trips to the Thai-Malaysia border get expensive. But the rules are changing and perhaps next year the six-month visas will be standard and one year visas possible. Incidentally, the Royal Thai Navy publishes the best — and cheapest — charts for cruising Thailand.

Touring Asia has been wonderful! Our favorites have been China and Nepal, and we would go back to either in a flash. Standing in Tiananmen Square, in front of the terra-cotta army, and on the Great Wall, gave us goosebumps and sent shivers of excitement up and down our backs. As for Shanghai's ultramodern cityfront, it looks as though it could have been sprung from the mind of either Steven Spielberg or Tim Leary. We're not sure if there really are 100,000,000 Chinese — but there are at least that many bicycles!

While China is people and skyscrapers, Nepal is just the opposite, as there are very few people and no skyscrapers — at least the man-made kind. Kathmandu has a '60s look and feel, and there is definitely magic — and some funny smelling smoke — in the air.

We stayed at the Kathmandu Guest House, where Everest expeditions have started since almost day one. If only the walls could talk! We flew up to Lukla, 8,000 feet, then trekked up to Tengboche, which is at 13,000 feet, to get a good look at Everest. Up and back, it was a seven-day hike. Now we wish we'd gone onto the Everest base camp, another three day's hike beyond Tengboche.

Trekking at 13,000 feet, however, really makes you aware of your body. Your leg muscles scream at you to stop, threatening to turn to jelly at the next step. Your brain mutters that it will turn out the lights if it doesn't get more oxygen. Even though your lungs are doing double time, they can't seem to find enough air. And your heart is beating like mad. But what a spectacular view!

Our next adventure was a five-day whitewater rafting trip down the Kali Ghandaki River — which is rated a 4-. Compared to the trek, however, the rafting trip was relaxing. But when we were all done, we collapsed for a few days in a jungle lodge in the Royal Chitwan National Park. Between rests, we rode elephants into the bush looking for wild tigers. We

didn't see any tigers, but we did — our guide said — come across some fresh tiger tracks. We did see some rhinos, however.

India was tough, and our month there was probably more than we needed. We visited lots of forts and palaces of former Maharajas, explored cities, stayed at a small family farm, and even visited a tiny village where the women have to carry water from a well several miles away. We rode camels into the blazing desert, and were rewarded with a spectacular sunset, a hot bottle of Coca-Cola, and a sore bum. Our high point of visiting India was, of course, our visits to the Taj Mahal. We visited it once at sunrise and then again at sunset. We both feel it's the most beautiful building we've ever seen; a poem, a symphony for the eyes. We're glad we visited India — but we have absolutely no interest in going back!

Other places very popular with cruisers who stayed for the season were Laos, Cambodia, and especially Vietnam. Hanoi, in particular, gets rave reviews from one and all. Steve had been to Vietnam many years ago, however, and had no interest in returning at this time.

So now we and *Pilgrim* are about to weigh anchor and get on with crossing yet another ocean so we can explore yet more exotic places. In the meantime, we are keeping our fingers crossed hoping that President Clinton and the Middle East Big Boys play nice, at least until, *Pilgrim* gets through the Suez Canal.

— sue & steve 12/5/98

*After a year of wandering around Asia on various side trips, Steve and Sue are glad to be back aboard 'Pilgrim', and ready to head to the Med.*



COURTESY PILGRIM



# CHANGES

**Maude I. Jones — Custom 46  
Mary Miller  
Fiordland National Park  
(Texas)**

Five years after participating in Ha-Ha I, my husband Rob Messenger and I have just completed our circumnavigation — of New Zealand's South Island! We started in November of '97 and finished in March of '98. It's not an adventure for the faint-hearted, as it takes you way down to 47°S — which is even further south than Australia or even Tasmania.

The south and west coasts of the South Island often feature more challenging weather than one is likely to encounter on a typical 'Milk Run' circumnavigation. Twenty to 35 knot winds are common, and 50 knots is not unusual at all. Some compare rounding the south cape with rounding Cape Horn, and I confess there were several times when I wished I could have 'changed the channel'.

On the other hand, the five weeks we spent enjoying Fiordland National Park — on the southwest side of the South Island — was the best cruising we've ever had. It was so spectacularly beautiful that I can't describe it, but there were lots of glaciers, fiords, waterfalls and sea life. One thing for certain about cruising in this part of the world is that it's not crowded. In the five weeks we spent in Fiordland, we only saw five other boats — one of them being *Newsboy*, our buddyboat.

New Zealand is about 900 miles long. In Fiordland, hats and veils are not just a fashion statement, they're a matter of survival against the sandflies.



MAUDE I JONES

*When it comes to provisioning in Fiordland, you're as likely to stop at a float plane as you are a store.*

and basically consists of similarly-sized North and Sound islands which are divided by the narrow Cook Strait. We began our adventure in mid-November from Wellington, which is located at the southern end of the North Island. Our first leg took us 180 miles down the east coast of the South Island to Pigeon Bay on the Banks Peninsula, a nipple-shaped bit of land that protrudes from the South Island's otherwise smooth coastline. This anchorage offered protection from the prevailing southwesterly winds. We enjoyed four days in Pigeon Bay, exploring the farmlands with a local farmer named Don — no kidding — Hay.

When the wind finally backed off, we took advantage by motorsailing along the steep cliffs of the Banks Peninsula and around the corner to Akaroa, a picturesque harbor that offers all the creature comforts of a small waterside village: cafés, grocery stores, laundromat, fuel dock, moorings for visiting yachts, and friendly locals. If you find yourself homesick for urbanity in Akaroa, you can take an hour-long shuttlebus to Christchurch, the South Island's biggest city.

After three weeks in Akaroa, we departed on a 140-mile leg to Dunedin, which is about 80% of the way to the southern tip of the island. We tied up at the Otago YC, where members showed us some great 'southern hospitality'. Since many of the members had been sailing to Stewart Island — which is about 25 miles south of the southern tip of the South Island — for most of their lives, they graciously shared their local knowledge with us for what would be our next leg. It was information that was later to come in very

handy. We celebrated both Christmas and New Years — summer holidays in this hemisphere — in Dunedin, and then did some inland touring with new friends from the yacht club.

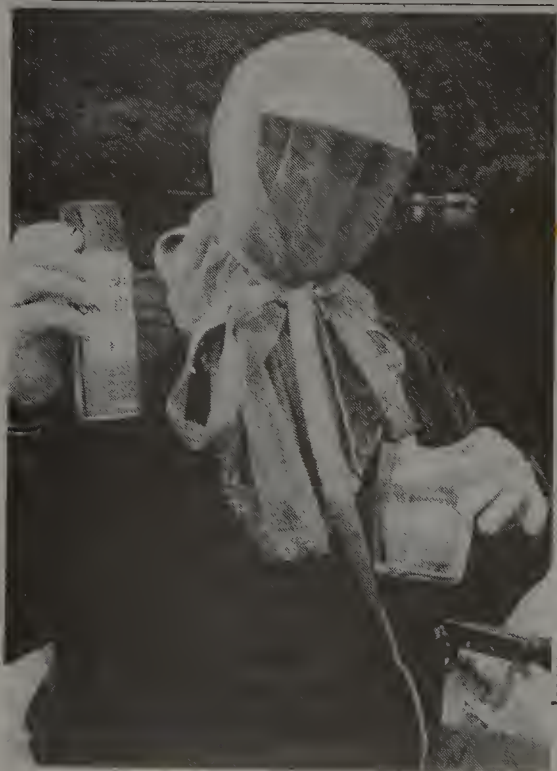
Shortly after New Years, a perfect weather window appeared for our dash to Stewart Island. In such a boisterous part of the world, you don't let such windows slip by. Although it was only a 120-mile trip, the weather in this part of the Southern Ocean is unpredictable and can quickly turn very bad. Fortunately, we had an uneventful passage — other than some adverse current near Ruapuke Island.

Once we crossed Foveaux Strait to Stewart Island, we ducked into Patterson Inlet. There are many anchorages in the Inlet, most of which provide excellent protection from the strong prevailing winds from the southwest. Once we got to Stewart Island, we became concerned that we would be able to make the close reach back across Foveaux Strait to Preservation Inlet, the first fiord on the southwest tip of the South Island. But after 20 days of waiting for another suitable window, we made the trip in 18 hours of reasonably pleasant motoring.

Once we'd reached Fiordland National Park, passagemaking became a matter of popping out of a fiord and into the open ocean for a few hours — hopefully not getting clobbered — then ducking back into another protected fiord. Most of the time it was a piece of cake, several times it was dicey.

Anyone cruising to New Zealand or coming down for the America's Cup should strongly consider a trip to spectacular Fiordland National Park. It has World Heritage Park status because of the glacier-cut fiords, lakes, deep U-shaped valleys, hanging tributaries, and ice-shorn spurs, all of which are well-preserved. Also because of its beech-podocarp forests, extensive areas of temperate rainforest, and rare and endangered species of plants, animals and birds. While it's possible to enjoy parts of the park by bus or car or by taking the so-called "finest walk in the world", it's even better by boat.

Our five weeks in Fiordland were fantastic. In addition to the tremendous beauty and incredible solitude, we were able to eat like kings of the ocean. There was never any shortage of fresh scallops, lobster, flounder, paua (New Zealand's variety of abalone) or blue cod. All of this gave us the strength with which to fight



MAUDE I JONES



# IN LATITUDES

off a species that is anything but endangered — sandflies!

Although they don't have a flag and aren't recognized by the United Nations, everyone admits that sandflies rule this part of the world. These little buggers make everybody adapt to them. The fishermen, for example, leave before dawn to avoid the terrible attacks just after sunrise. And then they stay out past dark to avoid the horrible hours around sunset. And it's not like you're free of these nasty specks during the rest of the day, they're just less of a problem. Normally sailors don't look forward to 40-knot winds or torrential rains, but as they're the only things that keep the sandflies at bay, these terrible weather conditions are sometimes welcomed.

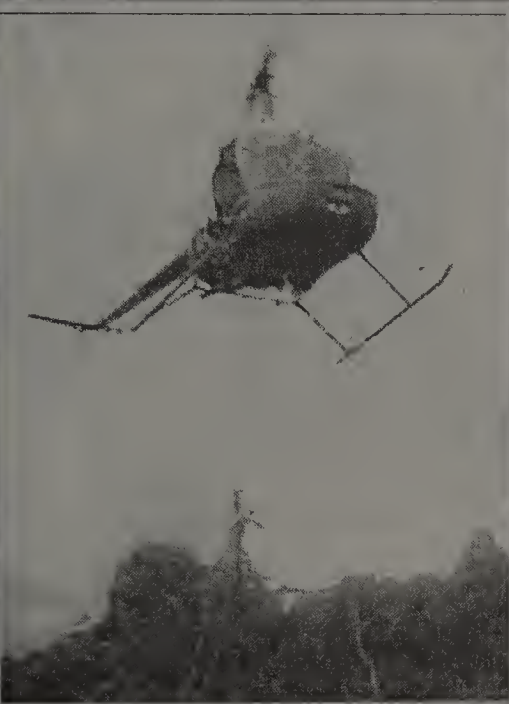
Just because Fiordland is a national park doesn't mean that hunting isn't allowed — which brings me to a story. While dining one evening with Jack and Cynde of our buddyboat *Newsboy*, we were visited by the captain and crew of the paua fishing boat *Marlyndrew*. Having brought along lots of fresh paua, flounder, oysters and ice cold beer, we soon all fell into what the Kiwis refer to as a 'chinwag'. However, the conversation really became lively when the subject of deer hunting came up. The hunting of deer is what fishermen do once they've caught their quota of fish.

Well, the following afternoon we received a call from the captain of *Marlyndrew*, who cryptically mentioned he was having a parcel delivered to us. About 10 minutes later we heard the distinct sound of an approaching helicopter. Soon the chopper was directly above us and the pilot was attempting to lower a recently killed 'Rudolph' into one of our dinghies! Fortunately, the prop wash blew the dinghies around so much that the deer had to be lowered on the beach.

Rob and Jack — a couple of Jeremiah Johnson wannabes — hung the buck up in the trees. The following day they enjoyed butchering as much of the animal as



ALL PHOTOS COURTESY MAUDE I. JONES



Spread; 'Maude I. Jones' gets a misting under the falls at Doubtful Sound, Fiordland. Inset above; A helicopter brings a deer special delivery. Bottom right; The crew of 'Newsboy' show off an eight-pound 'bug'.





# CHANGES

would fit in our refrigerators and freezers. We gave the rest to the crew of another fishing boat in the area.

Except for a few places, there's no such thing as normal provisioning in Fiordland. Both helicopters and amphibious airplanes service the park with food, parts and provisions. While in the park, we met with the owners of *Talisker*, a very nice 56-foot steel ketch that was chartering in the area for two months. All their guests and provisions had to be flown in and out of the various fiords.

Somehow, Rob got me a ride on one of the amphibious planes that was flying back to civilization to pick up a passenger for the charter boat. We took off from Supper Cove and enjoyed spectacular views as we climbed to clear the 3,000-ft mountains around us. It was great — until we hit the heavy turbulence near the peaks. My knuckles were white as could be for about the next 10 minutes, while we were slammed, jolted, bumped and dropped by the weather. At least we always had clear visibility, as I'd had my fill of flying blind through the mountains when we had our place in Costa Rica.

While we ate very well aboard *Maude*, it was a real pleasure to be invited to dine with the Captain and First Mate of the 90-foot Kiwi naval survey vessel, HMNZS *Takapu*. We'd met the survey ship's crew in Charles Sound, and had accepted their invitation to raft up. We didn't hesitate for a second, as they were able to anchor in 350-feet of water a half a mile from shore, which meant they were free of the dreaded sandflies.

Dining with the captain in his suite that evening was a special experience. Both he and the first mate had been involved in rescuing crews off three yachts during the Queen's Birthday Storm of '94. Their account of that storm as well as their experiences as naval officers was fascinating. The *Takapu* and her sistership the *Tarapunga* are in the process of surveying the Fiordland coast. The old datum is from the middle of the last century. The new charts won't be ready for another year.

As we worked our way to the northeast, the scenery of each succeeding fiord seemed to be even more dramatic. The last one, Milford Sound, was the ultimate. The mountain sides rise straight up out of the water to elevations in excess of 3,000 feet. If you're as little as 15 feet from shore, the water is often 100 feet deep. It was important, however, to keep your eyes on the chart as there are unexpected rocky outcroppings from time to time.



We happened to arrive in Milford Sound on a postcard perfect day. The glaciers and distant snow-capped peaks contrasted dramatically with the deep blue sky, and the water plunging from the waterfalls created rainbows. After having enjoyed solitude for so long, it was a bit of a shock to see so much humanity in the tourist center. So, after fueling up, spending a night, and getting a favorable weather forecast, we headed up the coast and out of the park.

As so often happens in this part of the world, the forecast of good weather didn't pan out. Nonetheless, after three days we made it back to the 'top' of the South Island. It was a real pleasure to arrive in Torrent Bay at the Abel Tasman National Park, where we could enjoy sunny skies and sandy beaches — without sandflies! Only a few miles further and we were back in Picton, having completed our circumnavigation.

— mary 11/6/98

**Tan-Tar-A — Challenger 40 ketch  
Bill & Renée Pierce  
Mario's Marina, Guatemala  
(San Diego)**

Just a short note to let everybody know how we and the Rio Dulce fared when *Mitch* came through.

*Above; Jack Baker — on the far right — and his crew were still heeled over at 1500 award's party. Right; pounding to the southeast.*

The hurricane, which would eventually kill 15,000, started down in this corner of the world and everyday it seemed to move closer to us. When the storm center got to within 225 nautical miles of us and started to meander west, Renée and I decided to pull out of Mario's Marina and head about a mile downstream to a small lagoon up the Cienega River. After anchoring and tying to a tree, we waited for three days. We passed the time listening to the Hurricane Tracking Center, which was passing on the latest weather reports. The HTC is run by Amateur Radio operators in support of the U.S. Hurricane Tracking Center in Miami. The HTC net controllers were all over the place in the U.S. and Canada, and were talking with ham operators in Honduras, Belize, and Guatemala for the latest firsthand weather information.

It was pretty frightening to hear about places we'd been to getting clobbered by this gigantic storm. We know everyone has heard the reports of devastation, so we'll just pass on what happened here. We didn't get very much wind in the Rio Dulce, but we got so much rain that the river rose three feet over the docks! Nonetheless, the river dropped and we were back in the marina for the Halloween





BOTH PHOTOS COURTESY ELIXIR

ern California and Mexico, the West Marine Caribbean 1500 would be my first long ocean race. Entrants in the '1500' could either start from Newport, Rhode Island — with a stop in Bermuda — or from Hampton, Virginia. Fourteen boats started from Newport, we and 53 others left from Hampton.

This year's 68-boat fleet was a record number, and included everything from a Shannon 28 to a Taswell 58 with one trimaran for good measure. The only other West Coast entry was Herb Potter's Passport 40 Harmony from Stateline, Nevada.

The Newport starters were delayed three days because of weather. It was just as well, because it meant they were holed up in St. Georges, Bermuda, when *Mitch* — the storm that just wouldn't quit — came through with tropical force winds. It would have been much worse if this group had been out at sea.

Those of us who started from Virginia also had problems with *Mitch* — even though most of us received a two-day warning. The Tayana 42 *Kampeska* lay ahull through most of the storm, but was then rolled and dismantled by a rogue wave. In the process, her captain suffered fractured vertebrae, another crewmember received a bash gash in his head, a women crewmember injured her ribs, and the other woman was exhausted. They activated their EPIRB, and the next day were rescued by a Coast Guard helicopter which took them to Bermuda. The boat was left to drift. The five-member crew of *Circe* became so seasick — even before *Mitch* arrived — that they abandoned their vessel to climb aboard a German freighter.

After the storm passed, most of the boats enjoyed good sails to the finish at Virgin Gorda. A new course record of 7 days and 10 hours was established by *Aquila*, a SC 52 owned by Ken and Janet Slagle of Middletown, Pennsylvania. Corrected time honors — including engine allowances — went to David Heaphy's Baltimore-based Island Packet 44 *Slow Dancing*. It was Heaphy's third '1500'. We took fifth in our division with *Elixir*; this is our story:

This was my first ocean crossing, so my wife — like about half of those in the fleet — decided to pass. So I was fortunate to have the help of three good crew. First Mate Bruce Beckert put in yeoman hours on the wheel, provided good counsel when hard decisions had to be made, and relished the night watches. Quincy Ewing had never made such a long offshore passage before, but displayed bull-

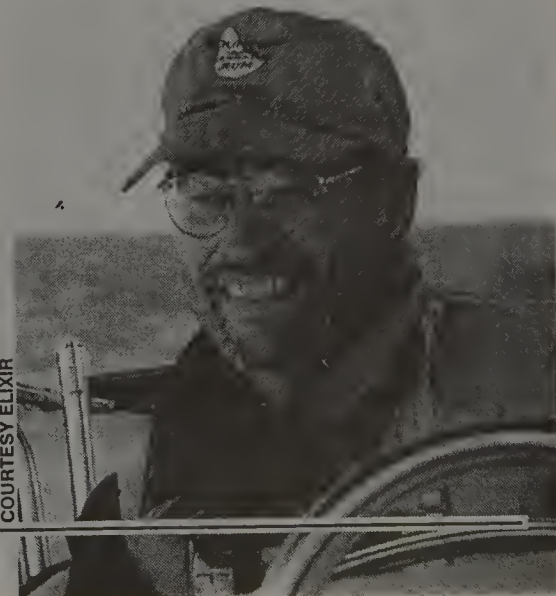
dog determination behind the wheel even after the weather turned sour. Both Bruce and Quincy had spent the week prior to the start helping me get the boat ready for the passage. Phil Childress, our other crewmember, had already sailed the Atlantic, but didn't arrive until the day before the start. It took him a little time to find his sea legs, but once he did, his sailing knowledge and creative ways of effecting repairs was greatly appreciated.

Our watch system was three hours on and six hours off for Bruce, Quincy and Phil. This gave me time to work on the boat or relieve others when they weren't feeling well.

After sailing out the Chesapeake and ESE in light winds, the breeze died and we had to motor across an unusually calm Gulfstream. The 'stream is really something, particularly the exquisitely blue color of the water. Later we turned more SSE to try to take advantage of a cold backeddy. At this point we finally started to get a decent breeze, and by Wednesday it was blowing at up to 25 knots with corresponding seas. We reefed, although more for comfort than safety.

It was also on Wednesday that we had what would be the first in a series of problems. First, the new SSB radio wouldn't transmit on the band set aside for the rally — which meant we had to relay our position twice a day on another frequency. Shortly thereafter, the VHF failed, then the autopilot. Steering all day and all night took a lot out of the crew. Our problems weren't limited to those electrical in nature! One night the stitching failed at the head of the genoa, leaving it dragging in the water. Naturally, that meant the shackle end of the halyard was now use-

*Jack Baker mulls over a problem. The most challenging passages are always the most satisfying — once they're over.*



COURTESY ELIXIR

**Elixir — Island Packet 40**  
**Jack Baker & Crew**  
**Caribbean 1500**  
**(San Francisco)**

Although we're originally from Orinda, my wife Jodie and I bought our Island Packet 40 in Alabama. While I've previously sailed the Bay and raced to South-

Party.

Several bridges were knocked out by *Mitch*, so we were cut off from Puerto Barrios, Guatemala City, and Flores to the north. By the time you read this, hopefully it will all be back in operation. In the meantime, we've learned not to expect any veggies, gasoline, propane or diesel. We may not even get beer deliveries — and that would be a problem. Because the docks were underwater, we had no electricity.

In other words, the situation is pretty normal and well in hand. We're all healthy — including Anchor the dog — and had a great time at the Halloween party. Reneé went as a battered husband — and nobody recognized her. A bunch of boats had come into the Rio to hide from *Mitch*, so there was a great crowd for the party. We also had rain.

Today the sun came out and we're watching football. So like I said, everything is normal.

— bill, reneé, and ol' anchor dog



# CHANGES

less, high atop the mast.

Our lucky streak continued when we learned that *Mitch* — which had fortunately been downgraded to a tropical storm — was now headed right toward us. By our analysis, we wouldn't be hit by much more than 35-knot winds — if we could just get 100 miles south of what was then our current track. So we motorsailed to the southeast as fast as we could. I tried to cook lasagna as we charged along, but it was an ordeal. By the time I'd finished in the galley, the boat was really rocking around. We'd initially put three reefs in the main, but then shook some out thinking we'd make better speed. We should have left them in.

Despite our best efforts, *Mitch* paid a closer visit than we'd counted on. Soon we had 40-knot winds, building seas — and problems trying to get the boat to comfortably hove to. We'd hoped that the eye would pass us about 0200 and that conditions would then quickly improve, but we had no such luck. By 0300, we were on deck battling to remove the main entirely. I caught the anemometer showing a steady 52 knots, and estimate there were gusts to 60. The only good thing was that we discovered that with just the staysail up, the boat hove to nicely. By 0700 the wind had eased back down to the 30s, so we decided to resume our course to Virgin Gorda — albeit under just the staysail.

When I surveyed the situation in the full light of day, I discovered that the mainsail had been damaged so badly that it couldn't be used — and we still had 900 miles to go. We had no choice but to undertake the arduous job of repairing the main at sea. Our repairs consisted of putting sticky-back tape over tears and sewing slugs back on the luff. By late that

*If you have to end a passage somewhere, Virgin Gorda Yacht Harbor isn't the worst place to do it: warm air, The Baths, and the Bath & Turtle.*



COURTESY CRUISING GUIDE PUBLICATIONS

afternoon we were able to hoist the main, which gave us much better speed toward our destination.

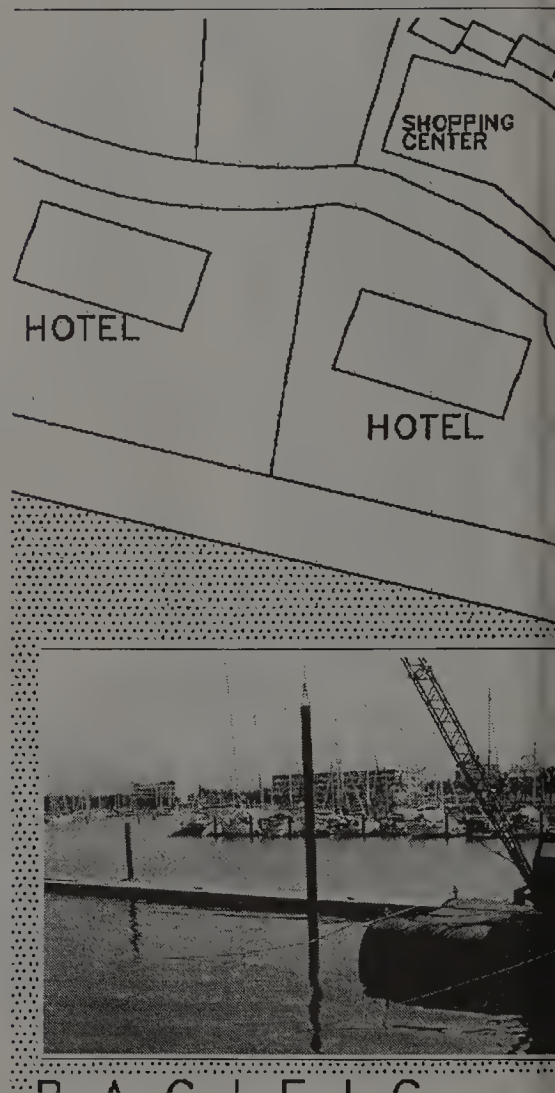
Our job for the following day was to repair the head of the genoa — and to retrieve the jib halyard from the top of the mast. Thanks to a plan conceived by Phil, we were able to retrieve the halyard without having to go aloft. It was too bad, because we all wanted to climb the mast at sea. By that afternoon, we'd triumphantly raised the genoa, giving us full sail power once again. Thanks to the crew working together, *Elixir* was making 7+ knots through the water under main and poled-out genoa. It was to be our best pure sailing of the trip.

While conditions had been and stayed relatively rough, there were nice aspects of the trip. For example, we prepared full dinners most evenings using our propane stove, and even baked fresh croissants and made bread in the oven. And after we caught a small tuna one day, prepared a delectable ceviche. Having a watermaker and wind generator meant we could all take freshwater showers — a real morale booster that also helped keep the boat liveable. The seat in the head-shower allowed us to sit while soaping, which made life easier. Nice features of the rally were twice a day roll calls, relayed messages, and weather information.

After a full week at sea, we were still heading southeast. The winds were a consistent 25 to 35 knots, with confused seas of seven to 10 feet. It was the confused seas that caused the pasta to fly off the stove and all over the boat. We're still searching for some of the noodles! The rough conditions made steering and life at sea relatively uncomfortable, so we were all anxious to make landfall.

November 12 found us just east of Anegada Island, the well-known graveyard of ships. With just a few miles to go, we watched the depthsounder carefully. But why have an easy finish? Just as we were sailing near Dog Island, we were hit by more squalls and pelted with rain. At least it was warm rain! We turned up the music and cut loose with warm cries as we crossed the finish.

We were warmly greeted at the dock at Virgin Gorda and given a slip. From then on we enjoyed some parties and traded war stories with other participants. I also made arrangements to store the boat while I returned home for a few weeks. All the finishers received a silver plate at



the awards dinner on Sunday, although some boats were still finishing.

This was my first ocean crossing, and I learned much from the experience. Thanks to that experience, I think my future cruising will be both safer and more enjoyable.

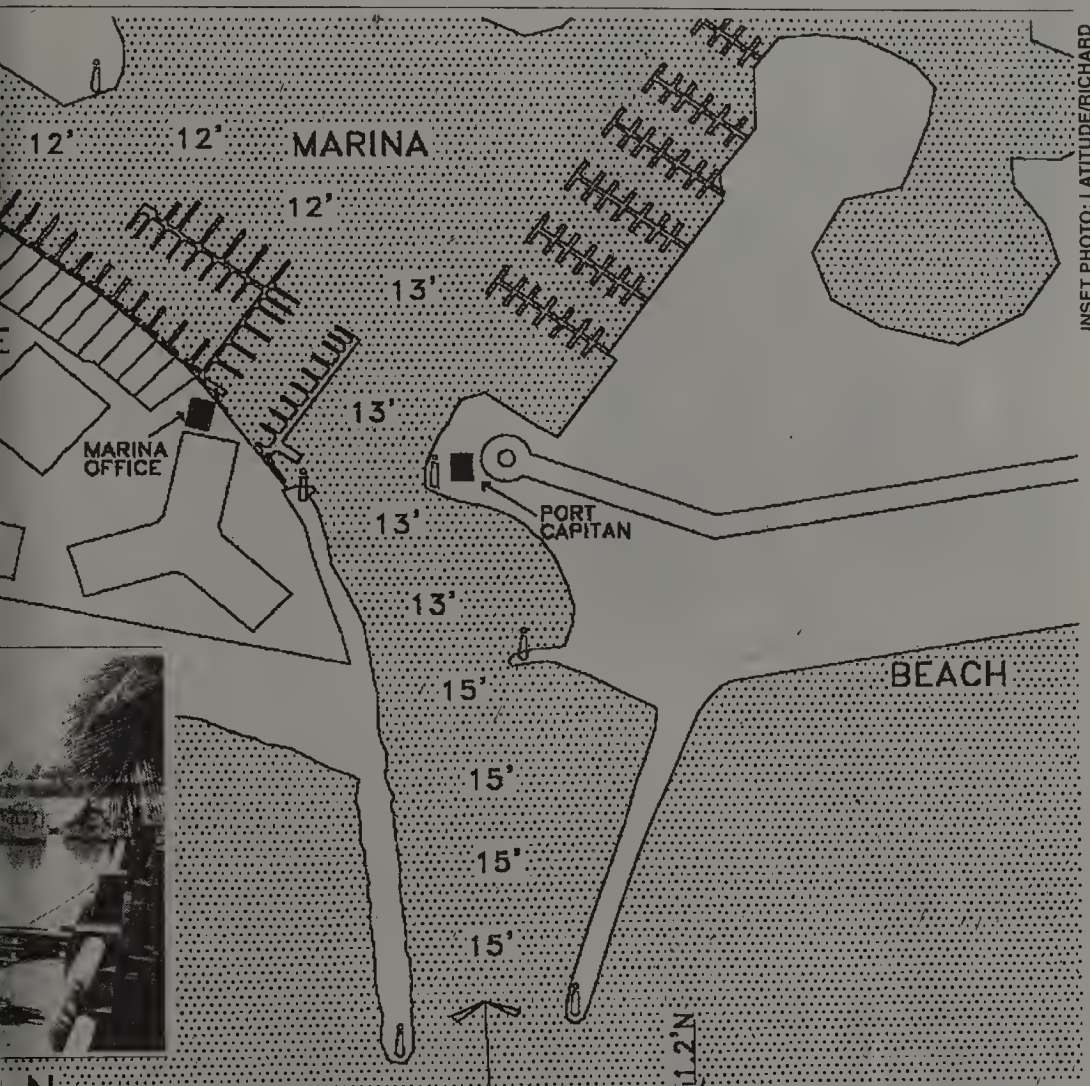
—jack 12/10/98

*Jack — Nothing like a little 'trial by fire'. As we've noted several times before, the Caribbean 1500 is typically a more arduous introduction to ocean cruising than is the Baja Ha-Ha. The good part of it is that if you survive, you'll probably be a more skilled and confident sailor.*

## Cruise Notes:

It's all over for that one time destroyer of rudders and keels, the shoaled entrance to **Paradise Village Marina** and **Nuevo Vallarta Marina**. When we were down in early December, they had a big dredge working away — but it broke. As of December 20, however, it was sucking full steam ahead again, and Paradise Village Harbormaster Dick Markie promised there would be plenty of water in just two weeks. And within two months, he predicts the channel will be deep enough for even the deepest draft boats — which is a





liveaboards. "It's a huge problem," say several cruisers now in Auckland, "as the marina operators want liveaboards, but many government agencies won't allow them. If the situation isn't straightened out — and nobody is doing anything about it — there are going to be a lot of disappointed cruisers in New Zealand next fall."

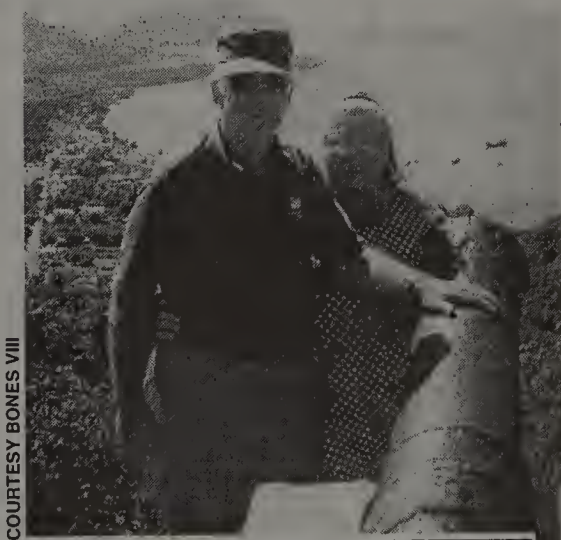
**Sex.** Otaki, New Zealand. Police report they are having a difficult time trying to find and arrest a group of sunbathers who have been walking around naked — gasp! — at Kapiti Coast Beach north of Waikeke. About 30 nudists have been turning up on weekends for about three months, but as yet police haven't been able to get their hands on them.

**Drugs.** In late November, William Collier, 35, was busted in New Zealand's Bay of Islands when a Customs officer's drug dog sniffed out half a kilo of pot on the Californian's newly-arrived — but not identified — boat. After pleading guilty to the charges, Collier was fined \$1,300, assessed court costs of \$260, and told to get the hell out of the country. That's it for the money, sex and drugs report from New Zealand.

Most of you are probably wondering what Bill and Diana Chapman, who've been out cruising the world for years aboard their Stockton-based Swan 47 **Bones VIII**, have been up to the last couple of years. Fortunately, we just received the following note from them:

"We resumed our sea-going odyssey in April of '97 by rejoining *Bones* in Aquadulce, Spain, then cruised the south coast to Gibraltar. Continuing on, we spent three months in Portugal. After extensive land tours of that country and

*Bill and Diana, having crossed the Atlantic, enjoy the view from the hills of Carriacou down in the Grenadines.*



COURTESY BONES VIII

*Spread: After all these years, the Nuevo Vallarta / Paradise Village Marina entrance goes deep! Inset: Driving new pilings in Paradise.*

good thing because they're expecting a lot of bigger boats in their expanding marina. Eighteen new berths were added in the first three weeks of December, and another 25 will be ready by January 10. If you're going to be around for the March 17-21 **Banderas Bay Regatta**, make your berth reservations now, as Markie will be offering a 50% discount for that time period. We're currently basing *Profligate* out of Paradise Marina, and think it's terrific — especially if you like surf sports as much as we do. We'll have a full report on this excellent facility in the next month or two. For you cynics out there, yes, we pay the full published rate for *Profligate's* berth.

As for the delapidated **Nuevo Vallarta Marina**, located just across the way from Paradise Marina, it's looking as forlorn and in need of improvements as ever. Nonetheless, it's still almost full, demonstrating the booming demand for berths in Banderas Bay.

Four miles down at the big **Marina Vallarta**, Harbormaster Karl Raggio is pulling his neatly combed hair out. He's got 24 new reservations for next month,

but only 18 slips left. And the future is looking even darker, because he says, "I've got five guys with 50 to 60-foot boats who are having 90 to 150-ft boats built. Where am I supposed to put them? Nearly all my end-ties are already booked for '99-'00!"

Oops, wrong entrance! If you're in Banderas Bay and headed for Marina Vallarta, make sure you have the right place, because it looks very similar to the entrance to Marina Paradise / Nuevo Vallarta. In fact, a couple of boats a month make the same embarrassing mistake. It's not as bad as landing your Delta commerial jet in the wrong city, but still ...

**Money.** The Kiwis are rubbing their hands in delight at the financial windfall they expect to reap from the upcoming America's Cup. They're going to get their money's worth from the megayachts, some of which will be paying over \$100,000 for six months of berthing. Cruisers with smaller boats and budgets looking to find a slip in the outlying areas of Auckland have a different kind of problem. So far slip rents are still reasonable, but many marinas aren't allowed to have



# CHANGES

Spain, we moved on to the Madeira Islands and to Tenerife in the Canaries. After waiting out hurricane season in the Canaries, we departed in mid-November for the Cape Verde Islands off the coast of Africa, then sailed across the Atlantic to Bequia in the Eastern Caribbean. After cruising the Windward Islands — Martinique to Grenada — for three months, we left *Bones* on the hard in the "island of the spices". We'll be returning to her in January to continue our circumnavigation, which we plan to finish this summer.

"We had a neat stop at Norfolk Island while enroute from Noumea, New Caledonia, to New Zealand," write John and Amanda Neal of the Seattle-based Hallberg Rassy 46 **Mahina Tiare**. "While we were lucky enough to have a smooth trip from Noumea to Norfolk to New Zealand, others weren't as fortunate. It's been blowing south to southeast gales for the past five days now, so we're concerned that people are getting creamed. In any event, we're putting the boat away for the season, and will be returning home in December to get ready for another winter of



*Amanda Swan Neal, hanging out with some of the 'Mahina Tiare' crew and a bunch of 'small nambas' at southeast Malekula in Vanuatu.*

cruising seminars."

If anyone wants to know the best strategy for making the difficult passages between New Zealand and South Pacific islands, Neal is the guy to ask. He's prob-

ably done the trip in his own boat more times than just about anyone from the northern hemisphere.

"I was so happy to see Amanda Swan's smiling face in the October issue," writes **Gloria Sams**, "and want to congratulate her and John Neal on getting married. But I've sadly lost track of Amanda and her family — do you know where I can find her?"

Sure, Gloria, she's just a couple of inches to the left with all the guys in the skimpy outfits. More seriously, you can contact Amanda at [www.mahina.com](http://www.mahina.com).

"In October of last year, two buddies and I sailed **Mustang**, a 38-foot cutter, from Honolulu to Palmyra," reports Harry Tanouye of Honolulu. The atoll was as beautiful as we hoped, and we were well received by caretaker **Roger Lextra**. He guided us through the narrow channel into the main lagoon, helped us secure our anchor, and then showed us the island. In addition, he took us fishing, prepared delicious seafood dinners, and even allowed us to purchase badly needed diesel fuel. I have many fond memories of our trip through the Pacific, but many of



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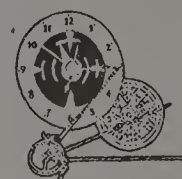
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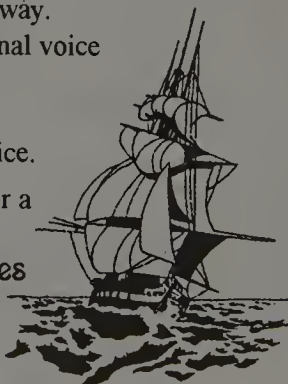
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the best are of Palmyra. We're grateful to Lextrait for his help, hospitality and friendship, and wish him aloha."

Roger, you've been on that remote island for quite a few years now. Do you get lonely for something more? Do you see enough new faces? How about dropping us a line to let us know what's going on in that part of the world.

"They've put three traffic lights in the middle of the sleepy fishing village of Loreto in Baja, and everyone is still trying to figure out what to do at the intersections," report Adom Moutafian and Lynda Holland of San Jose. "Other changes include many new restaurants and a plush new downtown hotel — where the room are \$170/night! We hope Loreto doesn't become another Cabo. Anyway, we borrowed **Scuba**, a powerboat, from a friend and went 40 miles north to our favorite cove, San Juanico. It was as beautiful as ever and the 'cruisers' shrine' is still intact. We slept on the beach one beautiful and memorable night, building a campfire to cook some store-bought lobster. Although it was already late October, the water temperature was almost



ADOM MOUTAFIAN

*This is Lynn Holland, water-skiing down the Sea of Cortez, blissfully enjoying herself because she fell for the lie about there being no sharks.*

80°. And there wasn't a single cruising boat around. On the way back to Loreto, my friend Lynda single-skied all the way back to Coronado Island, a distance of about 24 miles! She was worried about

sharks — until I convinced her there weren't any sharks in the Sea of Cortez. Ho, ho, ho! We love this entire area of Baja and hope to return in the spring."

You don't mention what kind of boat **Scuba** is, Adom, but we presume she's a powerboat. We can't tell for sure, however, as we remember about 10 years ago when today's 86-foot catamaran **Explorer** was then then 75-ft **Jet Services V**, and she once towed 27 water skiers while sailing down the Sir Francis Drake Channel in the British Virgins.

"We've spent the last couple of weeks at **Marina Mazatlan** and couldn't be happier with Captain Mario Velazquez and his staff," report Dennis Russell and Sonja Ericson of the Seattle-based **Golondrina**. "All day long Mario's office is filled with cruisers, yet Mario and his staff remain polite, professional and somehow send everyone away satisfied. We don't know how he does it, because if we'd been in his place, we'd have duct-taped a couple of cruisers to the wall!"

By the way, Dennis and Sonja, were you at Marina Mazatlan for the big cruiser wedding on December 5 between Greg and

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# CHANGES

Debbie Nichols of the San Diego-based Cheoy Lee 35 **Ti'ama**? If not, we'll have the full story next month — provided we get the photos.

"It seems like I've been reading about the Baja Ha-Ha and **Sea of Cortez Sailing Week** for years," writes Gene Moni of the Long Beach-based Islander Freeport 41 **Flying Cloud**. "But how time flies! It seems as though all of the sudden Patricia and I have done the Ha-Ha ('97) and Sailing Week ('98) — and now I've just learned that I'll be Sailing Week Chairman for '99!

"For those who haven't heard, Sailing Week, the cruiser sailing and socializing good time, will be held April 19 to 25 this year. As always, it will start in La Paz, but the rest of it as held out at spectacularly beautiful Isla Partida. It's totally casual, as people can participate as much or as little as they want, and for little or as long as they want. There will be all kinds of fun competitions, on both the beach and in and on the water. We're also going to take the Wanderer's suggestion and make an 'island clean-up' part of the official program. So stay tuned for further details."

Here's to hoping that this year's Sail-



COURTESY SCALLYWAG

*In order to have good dinghy racing at Sailing Week, you need to know your craft. Here's Padre Timo doing research.*

ing Week is the best ever! Padre Timo, sometimes known as Tim Tunks of the Mexico-based Islander 37 **Scallywag**, tells us he's organizing the most diverse variety of wacky dinghy races in the world for that event. We might even have preview

photos next month. As for an 'organized island clean-up', we only wish we could claim such a suggestion as being ours, but it comes from the Hidden Harbor YC and the cruisers in Puerto Escondido, who have been leading the way in this regard in Baja.

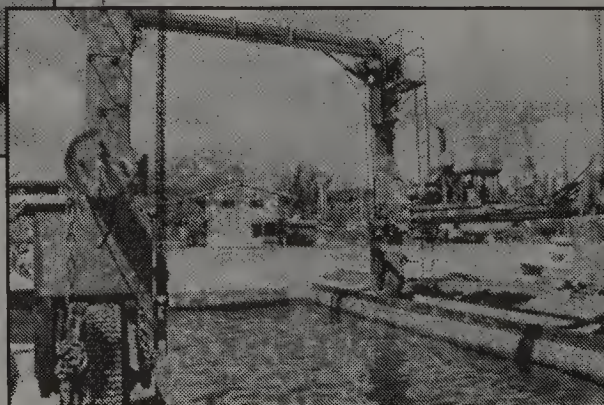
"Say, didn't I meet you in Costa Rica a couple of years ago?" the woman asked. It was a strange time and place to be asked such a question, because the woman was aboard Gordon Clancy's Sausalito-based Taswell 43 **St. Francis of the Sea**, which happened to be bouncing around while aground in the entrance to Nuevo Vallarta in Banderas Bay. The Wanderer, who was being asked the question, was swimming toward the boat, hoping to get a spinnaker halyard to heel the boat over in order to help get the boat over the bar.

The woman's hair was straight now instead of frizzy, but sure enough, it was Carla Levdar of Sausalito! We'd last seen her about five years before at Fantasy Island in Costa Rica. As Gene Moni noted a few paragraphs before, time really flies and things really change. Back then the Wanderer was married to the Wanderette,

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and they were aboard the Ocean 71 Big O. That's all changed. And Carla was visiting her husband Chuck who — with Carla's permission — had sailed to Costa Rica with a young female crew. Those two sailors subsequently became the couple known 'Butchie and Bitchie', so Chuck and Carla obviously aren't married anymore.

Circumstances prevented us from being able to talk to Carla any further, but we believe she's cruising with Clancy, and that they'd recently sailed over from Cabo. When in Cabo a month before, Clancy had

*'St. Francis of the Sea', hard aground in the middle of the channel leading to Nuevo Vallarta. It shouldn't happen again for a long time.*

informed us that **cruisers have a bad reputation** in some parts of Southeast Asia. "Every time I'd drop the hook off a nice hotel and go in to enjoy a meal," he told us, "they'd tell me to leave because cruisers steal all their utensils and napkins and stuff. Somewhat insulted, I pulled out my Visa card and told them I'd sign an open voucher so they could charge

me if they found anything missing. They still told me they didn't want my business!" Mind you, Clancy is a dignified and properous looking guy.

Coincidence or what? When we returned to our office a few days later, there was a letter from Butchie and Bitchie! They reported they were back in New Zealand aboard Chuck's wood Lapworth 40 **Contenta**, getting ready to head down to the South Island, and dreaming of being back in the tropical South Pacific.

Usually at this time of year, we list the folks who've recently sailed to Cabo in our **Some Like It Hot Rally**. This is predicated on our Mexico connection — which is usually whoever happens to be the 'cruiser's center' for that year — gathering boat names, boat types, hailing ports, and skipper's names, in some kind of legible fashion and forwarding it to us. In return, they get a bunch of publicity and all the cruisers get their names in the magazine. It seems like it would be simple, but based the information we get on this end of the line, it's very difficult.

In any event, here's the best we can make of the information we've received

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# CHANGES

from our buddy Lupe at the Crazy Lobster, although it unfortunately doesn't include any boat types. Having arrived in Cabo recently are the following boats and crews:

**Rainbow**, with Gar and Sandy Lungren of Bend, Oregon. **Emerald Star**, with Dick and Saucy — great name! — Adams of Long Beach. **Serendipity**, with Barritt Neal and Renee Blaul of San Diego; **Morning Star**, with William and Linda Jordan of San Diego. **Passion Too**, with Steven and Jackie Grasley of Fort Lauderdale. **Slow Dancer**, with Jeff Petersen, Jimmy Ellis and Jeff Wolfe of Denver. **Equinox**, with Tom Stack and Nancy Darden of Port Townsend. **Southern Cross**, with Steve, Illegible, and Kelsy of Parts Unknown. **Tigger II**, with Illegible and Jean from Parts Unknown. **Chilanguita**, with John and Balbina Reed of San Pedro. **Komey**, with Mitch and Rise Hart of San Diego. And, **Dulcinea**, with Steve, Jan, and Bob of Portland.

It just doesn't seem the same without knowing the boat types, does it? In any event, we heard some of the folks had great sails down the coast of Baja, with



*Based on seeing Archie Parks' and Maverick' on the hook at Yelapa in early December, retirement is suiting him just fine.*

winds averaging 20 to 25 knots. We also heard that the Sea of Cortez got its first **Norther** in early December, and that some

folks had a bouncy trip across the Sea of Cortez to Mazatlan.

Our wish for the new year? That all of you enjoy great and safe cruising — and that you get to come sailing with us aboard **Profligate!**



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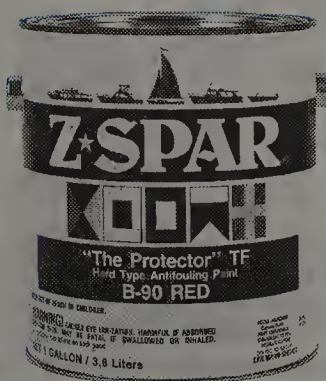
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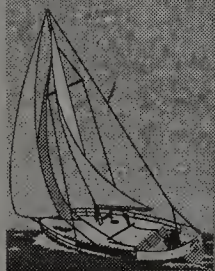
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# 3

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Extract: Yachting Monthly Test England April 1998

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seal (instead of the usual waxed paper gasket) also reduced a persistent drip from the pump caused by a distorted flange. JJ" Editor - Britain's leading cruising magazine

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Please enclose your check and mail it or deliver it (cash okay) to our street address. • **Strict deadline is always the 18th**; no late ads will be published. • No ads accepted without payment. • No ads accepted by phone or fax. • No credit cards. • No billing arrangements.

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of the month  
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**AVON ROVER 3.11 & 3.5 NISSAN.** Avon is 10' 2" with inflatable floor. Nissan is short shaft with forward & neutral. Purchased new 5/97 & used only 3 weeks. \$2,000 for the pair. Will consider selling separately. (541) 488-0919.

**LASER II, 1995.** Like new, hardly sailed. Racing rigged, spinnaker & all accessories. Trailer new with boat in '95. Boat in Orinda. \$4,000. Call Jim, (925) 254-0544.

**JC 9 SAILING DINGHY.** New '98 model. Used once. Blue hull with main & jib sails, kick-up rudder & tiller extension. Oars, boat cover & trailer. Cost \$3,300. Sacrifice to good home for \$2,250. Call (707) 542-5447.

**8-FT WOODEN ROWING DINGHY.** Fiberglass sheathing on bottom, brand new, 600 lb capacity, weighs 60 lbs, \$450. Nissan 3.5 hp outboard, neutral gear, long shaft, low hrs, very good condition, \$400. John, (510) 366-1476.

## 24 FEET & UNDER

**J/24, 1982.** Race ready, new Quantums, lots of new running rigging & hardware, dry stored, trailer, Sailcomp. \$12,000. Contact Phil, (415) 921-4503 or (415) 732-6728 or LawsonP@ix.netcom.com

**BEAR FOR SAIL.** Find a crew, go racing on *Huck Finn*, 23 ft classic wooden sloop. Fun pocket cruiser & daysailer. Excellent shape, no restoration needed. Recent haul & survey, outboard. A steal at \$2,500. Robert, (510) 337-9807.

**MONTGOMERY 15, 1986.** Easily sailed & trailered. Keel/centerboard sloop. In great shape, like new. Spacious cabin sleeps 2 comfortably, Porta-Potti, Merc 2.2. Trail-Rite trailer. PFD's, extras. Ready to sail. \$3,700, great price. Must sell, too many boats. (510) 215-6212.

**MELGES 24, 1994,** with trailer. White hull with gray deck. Package includes Sailcomp racing package, bottom & jib covers, outboard, cooler & rudder bag. \$23,000. Call Tony, (415) 591-0100 ext 592 days or (510) 865-4026 eves.

**CATALINA 22, 1978** with trailer. Swing keel, 5 hp Evinrude motor, 3 sails, Danforth anchor with chain & rode. Cockpit cushions, stern rail BBQ, swim ladder, Porta-Potti. PFD's, new sail cover, winches, tiller & crib boards. \$3,200. Please call (209) 763-5457.

**CAL 20.** Great Bay boat! Good condition. Fully equipped. Evinrude 6 hp motor. Berthed at Pete's Harbor, Redwood City. \$2,300. Ed, (650) 578-1170 or email to: edkey1@ix.netcom.com

**O'DAY 23.** Sharp, clean sloop w/EZ-Loader trailer, 2 working jibs, plus 150% genoa, whisker pole, solar charger, compass, anchor, sleeps 4+, Porta-Potti, stove, BBQ. Great starter boat for Bay, Delta or lakes. \$3,500. (707) 277-7269 after 7pm.

**NIGHTINGALE 24, 1979.** Tom Wylie design. Strong, fast, stiff, easy to sail. Perfect Christmas present for your teenager. Full race, 8 sails, new standing & running rigging. Choice of Honda or Johnson outboard. Asking \$3,500. Please call (925) 376-1081.

**SANTANA 22, 1968,** with trailer. Bodega Bay berth. Best offer. Please call (707) 875-9317 or (916) 486-8331.

**24-FT YANKEE DOLPHIN, 1968.** Cruising/racing fiberglass sloop. Marine head, wood burning stove, full keel with centerboard, trailerable, sleeps 4, 3 yr old 6 hp Johnson outboard. A real cutie, berthed in Berkeley. \$5,750. Dan, (510) 540-5951.

**PEARSON 23, 1983.** Cat rig, 8 hp Nissan outboard, fixed keel. Great boat for singlehanded day sailing. Nice condition. Richmond berth. \$3,475. (530) 637-5865. Will consider 1/2 partnership. Email: gwatkins@jps.net

**SANTANA 22.** Good condition, always loved. Crisp sails, dependable 6 hp Johnson o/b. Oversized rigging. Faired bottom. Cabintop sheeting, Harken traveler, many extras, never raced. Good one-design association. Nice Berkeley berth. \$3,200. (510) 849-3710.

**MacGREGOR 23, 1983.** Swing keel with pop-top. V-berth/settee sleeps 4. Sink. Main, jib & staysail. Newlines, VHF radio/antenna & cockpit cushions. Mosquito netting, Porta-Potti, etc. Trailer. Good condition. Moving, must sell! \$2,000 obo. Call Dale (415) 897-7082.

**MELGES 24, 1994.** All options & upgrades, KVH Sailcomp, o/b, trailer, 2 sets of sails, new running rigging, boat cover. Lightly used, must sell, make offer. (650) 854-0770.

**RANGER 23.** New main & spinnaker, new sail cover. Autohelm, spinnaker purse & lots of sails. Rigged for racing & singlehanded. This is a nice boat, in excellent condition. \$5,500 obo. Please call Dale at (510) 638-3200, (510) 719-3291 or (707) 447-5250.

**ERICSON 23, 1978.** Professionally maintained, USCG equipped, VHF, compass, lifesling, main & jib, 5 hp o/b. \$3,500 obo. John at (415) 332-8001.

**J/24, 1978.** Professionally maintained, good sails: main, jib & spinnaker, VHF, compass USCG equipped, 5 hp o/b. \$4,500 obo. Please call John at (415) 332-8001.

**PEARSON 23C, 1982.** Cat rig, roomy cockpit, 8 hp outboard, berths for 2, Porta-Potti, safety equipment. Very well equipped & in excellent condition. Must sell. \$2,950. Call (650) 574-3958.

## 25 TO 28 FEET

**27-FT BLOCK ISLANDER.** Double-ender, sloop, mahogany on oak, refastened, teak cockpit, mahogany & teak interior. Rebuilt diesel, autopilot, depth, knotlog. Restored. All sails near new. \$15,000. (619) 221-8177. San Diego.

**WESTSAIL 28.** Bluewater cruiser. 7 crisp sails, solar panels, offshore liferaft, radar, VHF, GPS, DS, KM, 2 autopilots, new rigging, propane Force 10 stove & oven, 2 anchors, windlass, rebuilt diesel, teak interior. \$29,900. (425) 881-6037. RagtimeSeattle@yahoo.com

**OLSON 25, HULL #44, BUILT 1984.** Lightly used O-25 from So. Cal, currently dry stored in Sausalito. Many upgrades, 7 sails (no spinnaker), lots of electronics, good trailer. Excellent shape, reduced to \$13,000. Rob, (415) 383-8200 ext 109.

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**RANGER 26, BUILT 1972.** Furler jib installed '97. Main & other jib in good condition. Radio. 8 hp Evinrude outboard. Berthed at Richmond Yacht Club. \$7,200. (510) 841-3357.

**CATALINA 27, 1971.** Tall rig, great boat for the Bay & Delta. 9.9 Evinrude, rebuilt, full sail inventory, sound rigging. Emeryville slip. \$6,000 obo. (408) 526-1649.

**ISLANDER 28, BALZAPHIRE.** All amenities for racing/cruising. 4 jibs, 2 spinnakers, new main. Weathercloths, curtains, carpets. New head/holding tank. Pulpit/lifelines, jacklines. Volvo diesel. Class winner Santa Barbara '97, Monterey '98. \$22,500/trade up. Amie, (415) 239-1844.

**CATALINA 25, 1982.** Very clean, 2nd owner, fixed keel, Evinrude outboard, cockpit cushions, VHF, depthfinder, battery charger, stereo, enclosed head. Berthed in Richmond Marina. \$6,650. Will consider 1/3 partner. (530) 637-5865 or gwatkins@jps.net

**CATALINA 25, 1980.** Tall rig, dodger, pop-top, 9.9 Evinrude, new bottom paint, registered thru '99. Meticulously maintained, loaded with upgrades & extras. \$8,000. San Diego. (619) 295-3720 for fact sheet.

**CAL 2-27, 1976.** Excellent condition. Atomic-4 engine. Recent interior remodel. Hauled, inspected & painted Jan '98. Good liveaboard. Sausalito. Stereo, depthfinder. \$7,800 obo. (415) 331-5113.

**CATALINA 270 LE, 1995.** Superb condition. KM, DS, VHF, windspeed/direction, diesel, h/c pressure water, charger & more. Trailer, towing/launch equipment. \$46,950. Slip available McCall Idaho. (208) 383-6374 days or (208) 376-4248 eves.

**27-FT SUNYACHT BY REINELL.** Great liveaboard, 9 ft beam, 6 ft headroom, 4-1/2 ft draft. Hot & cold running water, shower, head. Galley with 2 burner alcohol stove. New paint, motor overhauled '96. Must sell, moving. Sacrifice. \$6,000. (650) 355-3356.

**CATALINA 27 WITH TRAILER.** Great size boat that you can tow anywhere! Boat has been out of water awhile & needs TLC. Trailer in excellent condition & ready to roll. May separate or trade up or down for? \$6,500. In Sacramento. Please call (530) 400-4041.

**NOR'SEA 27, MAGIC FLUTE.** Aft cabin trailerable ocean cruiser. Ideal for shorthanded cruising w/ Profurl, all lines aft. Yanmar diesel, dodger, depth, autopilot, extensive ground tackle, enclosed head, factory trailer. Beautiful. See on Nor'Sea website at [www.vander-bend.com/norsea](http://www.vander-bend.com/norsea). \$39,500 obo, must sell. Contact (408) 245-5150 (Steve, days), (650) 851-3056 (Steve or Cathy, eves & wkends), or (707) 939- 8075 (Rudy, days).

**LANCER 28, 1979.** Tiller, autopilot, very clean, batt charger, BBQ, new halyards, 10hp outboard, Porta-Potti, AM/FM cassette, dodger & other canvas, 2 headsails, VHF radio, alcohol stove, new battery. Need to sell. \$7,000 obo. (510) 658-5519.

**OLSON 25, 1984.** Outboard, freshwater boat. Tons of extras & sails. \$11,950. (831) 479-7788 or rcx@ricochet.net

**RANGER 26.** Excellent condition, 3 jibs (90%, 115%, 150%), main, spinnaker, 6 winches (primaries oversized), lines led aft, s/s keel bolts. Recent upgrades: standing rigging, spreaders, boom, lifelines, 8 hp Evinrude x-long shaft. \$7,500. Buying bigger boat. (415) 563-0105.

**CAL 2-27, 1976, SUMMER.** Well equipped, maintained. Rebuilt diesel, just hauled, inspected, bottom paint. Spinnaker rigged, ready for one-design racing or family cruising. Upgraded throughout, many extras. \$11,500. (510) 548-8824.

**PACIFIC SEACRAFT 25, 1978.** Well maintained pocket cruiser, perfect for SF Bay & beyond. Stout & traditional. Yanmar diesel, galley, marine head, teak decks, full cover, bowsprit, 6 opening bronze ports, 3 sails in A-1 condition. \$19,900. Please call (408) 467-6722 or (408) 736-6090.

**CATALINA 25, 1979.** Pop-top, dinette interior, Larson sails w/2 jibs, depth, speed, compass, VHF, alcohol 2 burner stove, Porta-Potti, fresh water & sink, swing keel, Honda 10 hp 4-stroke, EZ-Loader trailer w/brake washouts, extend reach tongue, new tires. All in excellent condition. \$7,500 obo. (650) 949-5416.

**25-FT CORONADO, 1966.** 9.9 Honda outboard, good sails, sink, alcohol stove, Porta-Potti, AM/FM tape deck, VHF radio. Coyote Point docked. \$2,500. (650) 574-2253.

**CAL 2-27. 6'2"** headroom, 6 sails, spinnaker pole, DS, KM, stove. Since '95: VHF, dual batteries, 8 hp Nissan, all new lifelines aft. Bottom 9/98. Berkeley. \$6,300. Please call Mark, (408) 924-5674 or (415) 309-0160.

**26-FT PEARSON ARIEL.** 9.8 hp electric start Mercury o/b. Depthsounder, VHF radio, AC/DC refrig. Sails in good condition. Double reef main, running rigging lead aft to cockpit. Recent paint inside & out. Asking \$4,500. (916) 775-1465.

**COLUMBIA 26 MKI, #300.** Ready to sail, good shape. 6 ft headroom, 8 ft beam, 4'6" draft. Cute liveaboard that may be towed. \$4,500 obo. Please leave message, (707) 553-9025.

**CAL 28 SLOOP.** Robert Lapworth design. F/G. New diesel engine. Fully battened mainsail, like new. One gennaker, teak decks, 2 anchors, 3 props. \$5,900 obo. Call (510) 251-9536.

**WESTSAIL 28, 1976.** Cutter rigged, 6 sails, 27 hp diesel, GPS, autopilot, dodger, VHF, stereo. Great condition. Recent survey. Lying Fort Bragg. Must sell. Asking \$32,000 obo. (707) 986-7794.

**CAL 2-27, 1977.** Very clean with a Farymann diesel. 4 sails, VHF radio, Danforth anchor & chain, selftailing winches, stove & ice box. Priced to sell at \$8,500. Can be seen at Stockton Sailing Club, G-13. (209) 838-3285.

**MacGREGOR M26-FT, 1991.** Custom, with trailer, many extras, knotmeter, compass, genoa, cushions, rear pulpit & lifelines, etc. Great sailer. \$8,500 obo, seller motivated. Call Ed, (650) 345-8045.

**28-FT RASSMUSSEN, 1938.** Classic wooden sailboat with o/b motor. \$2,500. (510) 521-8506.

**CORONADO 25, 1968.** Fixed keel. Evinrude 9.9 long shaft with cockpit controls. New batteries & charger. Three-reef-point mainsail. Newly painted deck, refinished wood trim. Comfortable, dry interior. Sleeps up to 5. Fun getaway! \$3,300. Please call (415) 387-3983.

**28-FT COLUMBIA SLOOP, 1967.** Fiberglass hull, 6 ft headroom, full galley & head, sleeps 6, new rigging, sails, anchor, 8 hp outboard, VHF, compass, autopilot, 9 ft sailing dinghy & more. Located in San Diego, CA. \$4,900. Call 1-520-539-3973.

## 29 TO 31 FEET

**CAPE DORY 31, 1984.** Millennium ready cutter anchored in the Fiji Islands. Watermaker, autopilot, new canvas, full sail bag, reconditioned diesel, fully equipped galley, 1998 inflatable with outboard. US/Fiji duty paid. Asking \$38,000 US. Email: [lehibou@is.com.fj](mailto:lehibou@is.com.fj)

**BABA 30.** Bluewater vet, well equipped. Perkins M-30 hp diesel, windvane, radar, Zodiac & 6 hp, many sails & cruising spinnaker, windlass, extra ground tackle. Good deal at \$45,000. Please call (805) 924-1012 or [ab6fm@thegrid.net](mailto:ab6fm@thegrid.net)

**SANTANA 30, 1977, WINDFLOWER.** 3 Mylar headsails, 3/4 oz spinnaker, new Navico autopilot still in box. All electronics. Wind direction, speed, knotlog, depthsounder, Loran. Quicksale, \$15,500 & she's yours. Great Bay boat. Don McCown, (916) 777-4518 hm or (916) 777-6041 wrk.

**RANGER 29.** Top condition. '98 club racing champion. Delta cruising gear. New in '98: 3DL 155%, exhaust on Atomic 4, fishfinder, gel battery. New in '96: head, boom, headfoil. 9 sails. Autohelm, speedo, VHF, AM/FM/tape. \$14,900. Please call (415) 435-2068.

**ISLANDER BAHAMA 30, 1979.** Hauled, painted, waxed Oct '98. Volvo diesel. Wheel w/binnacle guard. Loran, knotmeter, VHF, Autohelm depthfinder, 2 Harken selftailing winches. Full galley (alcohol), h/c pressure water, custom cockpit cushions & floorboards. \$17,500/offers. Please call (707) 938-8365 or email: [jskxyz@aol.com](mailto:jskxyz@aol.com)

**31-FT MARINER KETCH.** Perkins 4-107, great liveaboard, well laid-out, mahogany interior, VHF, DS, KM, KL, solar panel, LP range w/oven, extensive ground tackle. In La Paz. \$24,900. Phone 011-52-112-73-229 for details.

**CATALINA 30, 1980.** New cushions, covers, batteries, charger, engine controls. Universal Atomic diesel, VHF, tiller steering. Clean inside & out, '97 survey. Great office or weekend. \$18,000 obo. At Pier 39. (415) 346-6728 or [Boatfax@AOL.com](mailto:Boatfax@AOL.com)

**CATALINA 30, 1981.** Superb condition. Diesel, roller furling jib, selftailing winches, lazyjack main, top notch dodger, new lines in '98, wheel steering, pressure h/c water. Great liveaboard, awesome interior. \$28,500. (415) 461-9562.

**J/29, 1983.** Fractional. Kevlar main. New Technora running rigging. New set-up for shorthanded or crewed. \$21,000. (510) 367-7771.

**SANTANA 30/30 GP, 1984.** Excellent condition. Great boat & well equipped for Bay & offshore sailing, singlehanded or crewed. \$22,000. See at Fortman Marina, G18, Alameda. (408) 354-4729 or email: [TheJunges@aol.com](mailto:TheJunges@aol.com)

**COLUMBIA 29 DEFENDER, 1963.** Roomy S&S design. Great for Mexico, Pacific NW, Bay & Delta or liveaboard. New Yanmar YSM8R diesel not fully installed. Main, 3 jibs & spinnaker. \$4,000 obo. Can deliver anywhere in the Bay. Please call (415) 388-6167 or [robbyr@pacbell.net](mailto:robbyr@pacbell.net).

**ISLANDER 30 MKII, 1972.** Cockpit cushions, main, genoa, jibs, spinnakers, VHF, 6 winches, mainsheet traveler, boomvang. New carpet, alcohol stove, depthsounder, new battery, knot. Palmer gas. \$8,500. (650) 869-5852.

**CATALINA 30, 1978.** Excellent condition. North sails: main, 150%, 110% & 90% on club foot. Signet instruments, CNG stove/oven, Yanmar diesel, wheel steering, Barent winches, refrig, battery charger, more. \$19,500. (415) 454-1712.

**AKIDO 30.** Divorces forces sale of fiberglass boat. Inboard diesel, full sails, many extras. Asking \$12,000. Please call Patrick, (510) 653-8815 or (510) 381-2905.

**S2 30, 1978.** Excellent craftsmanship, great condition. Yanmar diesel, new interior, oak floors, teak, 3 anchors, roller reef, full battain main, Autohelm, depth, knot, VHF, hot water, refrig, shorepower. \$24,000. Please call (650) 333-2088 or (925) 833-7612.

**CATALINA 30, 1978.** Yanmar diesel, wheel steering, roller furling jib. Good condition, needs misc cosmetic work, small repairs. \$12,000 obo. Please call (510) 559-8942.

## 32 TO 35 FEET

**TAHITI KETCH 32, 1978.** Double ended, full keel design, 350 hr Mercedes 50 hp, heavily built, bluewater cruiser. Recently refurbished. Glass/wood construction. Diesel stove. 85 gal fuel, 100 gal water tank. USCG documented. \$37,000. Oceanside. (760) 723-5303 or email: [Mike2Sue@aol.com](mailto:Mike2Sue@aol.com)

**NEWPORT 33, 1984.** Fortman Marina, H32, Alameda. Unique cabin. Jib furling, autopilot, diesel w/600 hrs, sail covers, dodger, cockpit cushions & screens, stove, refrig/icebox, speed/depth/wind, VHF, Loran, RDF. 2 headsails, main, gennaker & pole. \$35,000. (831) 476-8360.

**FREEDOM 33, 1981.** Unique boat, outstanding condition, originally commissioned for singlehanded Bermuda race. Cat ketch, carbon fiber masts, fixed keel, completely equipped for liveaboard. Liferat, Autohelm, Yanmar, etc. \$59,000 obo. Call for more info, (253) 627-8830.

**WESTSAIL 32.** Ready for cruising/liveaboard. Factory plan, immaculate. Beautiful interior, electric head, shower, h/c pressure. Much more! All details, photos, Westsail history at [www.moonbase.com/ccw/wings/](http://www.moonbase.com/ccw/wings/) \$56,900. Please call (510) 787-4700.

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**CATALINA 34, 1986.** Excellent condition. '93 North premium full batten main & 135% genoa. 90% yankee, gennaker w/snuffer, all little used. Harken furling. '96 custom canvas dodger, weather cloths, main, wheel, teak hatch covers, bimini w/ side screens. Hull waxed, polished, hauled 12/98. Boat is set up for comfortable, safe cruising with many extras including Autohelm, CNG, Norcold, stereo with int/ext speakers, CD, custom cabinetry, PSS shaft seal, dinghy, deck wash & much, much more! Coyote Point berth. \$58,000. Please call Chris, (650) 948-2567.

**NIAGARA 35, 1980.** Beautifully maintained offshore cruiser. Much upgraded, just add liferaft & windvane. Phone or email for complete inventory. Repowered Volvo 2003 with 1,700 hrs. Radar, wind generator, 3 solar panels, etc. US \$56,500. Please contact (250) 656-3548 or email: deveureux@islandnet.com

**YORKTOWN 33, 1980.** Not a kit. Factory finished, teak interior. New Yanmar diesel, 15,000 lb displacement, full keel, overrigged bluewater world cruiser. 6'5" headroom, interior room of a 38-40 footer, 11'6" beam. Must see. \$32,900. San Diego. (619) 298-3278.

**SARABAND, SPARKMAN & STEPHENS, 35-ft** canoe-stem sloop. Published in "The Best of the Best", as one of the top one-hundred S&S designs. Traditional wood construction by Hodgson's Boothbay, Maine. Excellent order with '97 survey. Many upgrades to include sails, electronics, bronze Lewmar selftailing winches & more. Located Monterey, CA. \$37,500. Phone: (831) 656-0636. Email: sag@redshift.com

**CAL 34, 1968.** Pro-Furl roller reefing jib, Harken selftailing winches. Too many upgrades to mention. \$20,000 obo. (408) 736-0944.

**35-FT SPARKMAN & STEPHENS SLOOP, 1979.** Built by Hughes in Canada. Fast, fun, comfortable & well built. Great liveaboard. H/C pressure water, refrig/freezer, TV/VCR, stereo, microwave, VHF, AP. Beautiful interior with standing headroom throughout. Over \$20,000 spent on major refit over last 4 years including new: standing rigging, Volvo-Perkins 25 hp diesel, 40 gal fuel tank, Saildrive, head, holding tank, propane stove/oven, compass, GPS, knot/depth meters, upholstery, running lights, 10.5 ft Achilles inflatable w/5 hp Yamaha o/b & more. Sail inventory includes: main, jib, genoa & spinnaker. Sailed extensively throughout West Coasts of Canada & the U.S. & ready to go again. Nearly \$60,000 invested. Excellent value at \$35,000. Eric, (510) 865-3579. Serious inquiries only, please.

**CAL 34, 1968.** In excellent condition. Roller furling, selftailing winches, CNG, refrig, Atomic 4 runs good, new lifelines & shrouds, bottom job & cutlass bearing 10/98, full canvas cover. Many more upgrades, must see! Great liveaboard. \$21,000. (510) 769-0656.

**ERICSON 32, 1976.** New (3 yrs) standing rigging, LPU topsides. Dodger, Sutter drifter (like new), good main & working jib, genoa. Atomic 4. Custom wood interior. Great Bay boat. \$19,000. Please call (415) 789-0521.

## 36 TO 39 FEET

**TAYANA 37, 1986 MKII.** Canoe stern cruiser, cutter rigged. New canvas, interior & bottom paint. \$95,500. (310) 833-5976 9-5pm days. See at: http://coopads.com/t37

**CABO RICO 38, 1990.** Custom offshore cutter. Top quality bluewater cruising vessel in exceptional condition. Equipped '97-'98 with extensive comfort & performance options including Spectra watermaker, holding plate refrig, radar, GPS/plotter, Espar heater, inverter, autopilot, much more. (415) 331-6805.

**HUNTER 37.5, 1993.** Yanmar, roller furling, windlass, selftailing winches, Autohelm, GPS, VHF, SSB/HAM radio, radar, solar panels, Adler-Barbour frig, Heart Interface, microwave, inflatable with outboard. Currently in San Carlos, Sonora, Mexico. \$89,000. (520) 907-1657 or agmsem@aol.com

**37-FT HERRESHOFF NEHERIA, 1957,** cutter rigged ketch. Beautiful, classic, full keel cruising machine. Well maintained. Mahogany, oak, bronze, Perkins 4-108, new topside & bottom paint. \$6,000 electronics package. 6 bags. \$29,500 obo. (619) 253-2474.

**CATALINA 36, 1987.** Excellent condition. Completely upgraded electrical system: Heart2000 Inverter with Link2000, gelcells, high output alternator. Maxwell 800 windlass with custom stainless bow roller. Autohelm ST4000, 4-man liferaft, cockpit cushions, propane stove & BBQ with upgraded fuel supply. Dodger with full cockpit enclosure. Adler-Barbour refer with water cooling option. \$62,000. Also available: 10 ft Zodiac inflatable with 9.9 hp Yamaha outboard, Siemens solar panels (rated 3.15 amps). Days, (415) 339-1242 or eves, (510) 886-1163.

**SANTANA 37, 1970.** Strong, fast cruiser just returned from the Caribbean. Custom interior, lots of storage, almost new upholstery, roller furling, electric windlass, 3/8" chain, radar, GPS, depthsounders, Autohelm, refrig & more. \$29,900. Located Ft. Lauderdale. Roy, (954) 463-5900 or www.cays.com

**38-FT FARALLONE CLIPPER, #15.** Mahogany on oak, bronze fastened, monel tanks. Bright spruce mast, teak decks. A top quality boat, owned, maintained & upgraded by a professional woodworker. Beautiful boat! \$30,000. (510) 522-5404.

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**ISLAND PACKET 38, 1988.** Excellent condition. Major refit since '95, over \$40,000 value. Windlass Autohelm 6000, watermaker WaterSurvivor 8011, dinghy davits, radar, power inverter, liferaft, EPIRB 406 Mhz, new cruising sails, auxiliary stainless steel diesel tank 50 gals. Stainless steel arch with 4 solar panels, 4 solar vents, new fiberglass dodger, new bimini, etc. Located in San Carlos, Sonora, Mexico. \$138,000. No sales tax. Details: (011) 52-622-70160 or (530) 257-3948.

## 40 TO 50 FEET

**WHITBY KETCH, 42' x 13' x 5',** Canadian built 1974 Brewer design. A serious cruising yacht, exc condition with new sails ('98), full batten main, Harken roller jib. New rigging & canvas '96, 300 gal water, 210 gal fuel, lg center cockpit, lg freezer & frig, 2 private staterooms with heads/showers, engine room. Perkins 85 hp, 3 kw diesel generator, autopilot, hydrovane, 6 man liferaft, hard bottom Avon with o/b, electric windlass. HAM, SSB, VHF, GPS, storm sails. Lying South of France, ready to continue. \$90,000. Contact: rfrennie@hotmail.com

**FREEPORT 41, 1976.** Center cockpit ketch. Large aft cabin with head & shower, forward cabin with head, large salon, nice galley with propane stove, microwave, 2500 watt inverter. New gel batteries, 85 hp Lehman diesel, 200 gal fuel & water, 200 amp high output alt. 2 top loaded freezers/refers, newly certified 6-man raft. This boat is set-up for cruising or liveaboard. \$20,000 in upgrades, asking \$79,500. Call days, (800) 331-7626 or nights (916) 791-0362.

**VAGABOND 47, 1980.** World cruiser, completely refit with the following new in last 5 years: complete electronics package, aluminum spars, roller furling, sails, ST Lewmar winches, 5 kw Northern Lites generator, 55 gal per hr Sea Recovery watermaker, AC/DC refrig & freezer, custom elec davits w/11 ft Boston Whaler, custom teak/fiberglass coach top. \$80,000 in creature comfort upgrades, communications & nav equipment in addition to above. Pictures & description at: www.yachts-online.com. Immaculate, must see. \$198,000. San Diego, CA. (619) 691-6930 or Svbrassrng@aol.com

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**42-FT WINSLOW SCHOONER, QUASCILLA,** built by Blanchard Boatworks, Seattle, 1924. Heavy construction, teak on oak. Over \$125,000 in 1st class restoration, including all new teak decks, deck beams, frames, planking, interior joinery, tanks, rigging, full electronics & wiring. Detroit 2-71, refrig, autopilot, GPS, radar, VHF, fathometer, etc. Beautiful, classic world cruiser. \$149,000. Serious inquiries: literature & photos. Located Morro Bay, CA. Please call (805) 528-6819 or (805) 541-1114.

**MAPLE LEAF 48, 1964.** \$97,500! Mexico, cruising ready: watermaker, freezer/refrig, Raytheon 10x, Lowrance GPS/depth, EPIRB, windspd/dir, 7 sails, roller genoa, 120 hp Isuzu, 350 gal fuel/water, diesel genset, 1050AH/24v start bat, TV/ stereo, computer, microwave, 2 heads/staterooms. Achilles & outboard. Refit '94. (602) 549-4673 or masmesa@aol.com

**40-FT HARDIN KETCH.** Cruiser ready. Newsails, watermaker, GPS, radar, wind generator, solar panels, liferaft & more. Pristine. San Carlos, Mexico. \$60,000. For specs contact Roman Lamberty, 824 S. Mill Ave, #339, Tempe, AZ 85281 or email: AkelaSeca@hotmail.com



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**MASON 43 CUTTER, HULL #5.** Turnkey offshore cruiser. Documented, admeasured. Major refit '91, upgrades '94 & '97. Radar, autopilot, Profurl, Lewmar hatches, windvane, liferaft, dinghy, Windbugger, solar, awnings, dodger, more. \$149,000. (970) 247-1632 or view at: [www.frontier.net/~tgalbraith](http://www.frontier.net/~tgalbraith)

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**VALIANT 40 PROJECT BOAT.** Entire exterior restoration nearing completion. Many upgrades: new ports, boom, traveler, stantions, teak rub rail, more. Large inventory of items to complete restoration. Extensive list of cruising equipment. \$55,000. Please call (760) 377-3436 or [gnome@ridgecrest.ca.us](mailto:gnome@ridgecrest.ca.us) or see info at: [www.ridgecrest.net/~gnome/valiant1.html](http://www.ridgecrest.net/~gnome/valiant1.html)

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**BOMBAY 44, 1978.** Fast, solid, glass hull, world cruiser, maxi-prop, windvane, Perkins 4-154, refrig, aft cockpit, aft stateroom, 2 heads, Harken jib hurling, staysail, drifter, documented, recent survey. No time to upgrade cosmetics. Must sell. \$70,000. (619) 435-4556 or [callen@sciti.com](mailto:callen@sciti.com)

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**38-FT MATTHEWS CRUISER, 1925.** "You know how to whistle, don't you? Just put your lips together and blow." Sistership to Bogie's in To Have or Have Not. Great condition, new power, canvas, paint, varnish, must see to appreciate. Must sell, going cruising. \$25,000, will consider trade for cruising sailboat 40 ft+. (650) 364-2303.

**30-FT SPIDSGATTER, 1948.** 9ton, Calamarpine on oak, Atomic 4. Very clean, well maintained, fast, easy sailing vessel. Beautifully appointed varnished mahogany interior. Wood burning stove, full galley, sleeps 4, 6 ft overhead. Full boat cover. Serious only. \$25,000. (415) 310-6691 eves.

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**CORSAIR F27, 1989.** In WA. Great shape, trailer, 6 sails, Yamaha 9.9 hp 4-stroke, VHF, autopilot, pop-top cover, solar panel, propane stove, Sony AM/FM CD stereo, instruments including KVH fluxgate compass. Excellently maintained. \$44,000. Contact Mike, (800) 653-3832 (M-F) or (253) 627-5331 or [ssmith@geoengineers.com](mailto:ssmith@geoengineers.com)

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**NEWPORT 28 WITH MONTEREY** mooring or beer brewing system with bottle filler, offer sell/trade. Wanted C.G. Pax sailing vessel, ski boat, Corvette, motorcycles, or? 011-352-60-95-15.

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**MORE BOATS, MORE PEOPLE** wanted for the Corinthian YC Midwinters (Jan 16-17 & Feb 20-21). Decent racing, great parties, nice trophies, free beer, live music, beautiful people. Please contact CYC, (415) 435-4771 or call Rob Moore at (415) 383-8200 ext 109.

**FARYMANN K34 MARINE DIESEL** 6 hp single. Must be good or better condition & running. Call (650) 949-4229 eves 6-9pm.

**WANTED: TRAILER TO FIT 26-FT** Chryslerswing keel sloop. Boat displacement 5,500 lbs. Must be reasonable, some cosmetic repairs OK. Work phone (530) 243-0900, fax (530) 243-4242, home (530) 243-6688 or email: msatran979@aol.com

**EL TORO, CHEAP.** But in good condition, complete & ready to sail. For 7 yr old junior sailor. Will accept a freebie, but sorry, no tax deduction! Chris (415) 389-9378 home or (415) 383-8200 ext 103, office & voice mail.

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**ATOMIC 4.** Complete with instrument panel, wiring harness, motor mounts. 270 hrs since 1985 rebuild. Starts & runs like new. \$1,500. Kerosene oven, enamel finish with stainless steel tank, \$50. Selftending jib boom, \$50. (530) 934-0204.

**2X YANMAR DIESEL ENGINES.** 51 hp model 2JH4E, \$3,500 and \$5,000. Call Barb at Golden State Diesel. Please call (510) 465-1093 or Caren (650) 851-8488.

**FARYMANN DIESEL ENGINE & transmission** F30, 32 hp, 2500 RPM max, 54 ft pounds of torque 1500 cc/95 ci. Excellent condition, new starter. \$1,500. (209) 293-4758 or (925) 933-5234.

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**PERKINS 90 AMP ALTERNATOR**, \$100. Force 10 charcoal BBQ, \$25. 3.5 Nissan outboard, \$400. 69 charts, 4 cruising guides, SF to Canada-Alaska, charts \$5, guides \$15 to \$55. Navico wheel autopilot, \$200. Ritchie HD75 compass, \$80. Please call (707) 321-0918 after 7pm.

**CHRYSLER/NISSAN SHORT-BLOCK**, 66 series (6 cylinder), complete. Needs new oil seals. \$1,200. (530) 265-2248 or datco@jps.net

**EDSON 40" DESTROYER WHEEL** 644ST-40 w/ leather cover, \$150 obo or possible trade for smaller 22"-24" wheel. (916) 991-2230.

**VOLVO MD21B ENGINE** complete but apart. Good crank, cylinder head, pistons, cam, rods, etc. Whole engine rebuildable with some new parts. Also matching Volvo S1 Saildrive complete & together. Performed excellent. \$1,800 obo for both or will split. (916) 777-4800.

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**POWERSURVIVOR WATERMAKER**, with off-shore kit & extra filters & chemicals, excellent condition, \$950. Mariner long shaft 4 hp outboard with charging system, internal & external fuel tanks, \$325. 150 ft 3/4" anchor or dock line, \$75. Ken, (206) 612-3550.

**HYDROHOIST FOR SALE.** 15,000 lb capacity. Side tie model. Great for power or sailboat. Good condition. Operates on 110 volt. I bought a bigger boat. See the company website at: <http://www.boatlift.com>. \$4,100/offer. Please call Brad, (415) 749-1150.

**2 SOUTHCOAST #3 BRONZE WINCHES**, \$300 obo. 1 aluminum mast, approx 33 ft, with boom, \$150. 1 wooden mast, approx 33 ft, \$100. 1 wooden mast, approx 45 ft, with boom, \$150. Call evenings, (415) 453-3114.

**90-FT ALUMINUM TAPERED**, riveted construction, spar & rigging. Virtually unused. \$20,000. Victoria, BC Canada. (250) 384-6574.



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**SINGLE SAILORS.** Skippers, mates, crew (advanced or novice). Group sails, raft-ups. Join us at our social and meeting held at the Oakland Yacht Club in Alameda on the second Thursday of every month. Social starts at 7 p.m. For details call Single Sailors Assoc. (SSA) (510) 273-9763.

**CREW WANTED ON 50-FT SLOOP.** Cruise the Solomons, PNG, Micronesia to Hawaii. Must have bluewater experience. Share food expenses. Departure from Honiara early '99. Please call (714) 969-6594 or fax resume to: (510) 793-3426.

**NORWEGIAN BOATBUILDER** seeking little brother/companion to assist in outfitting a bluewater cruising sailboat to share a self-sufficient lifestyle on the water. Let's start a dialog & share our dreams & desires. Respond to: boxholder, P.O. Box 4405, Camp Connell, CA 95223.

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**TWO BLONDE GUYS** aboard classic 48 ft English pilot ketch, one age 39, 5' 11", 170 lbs, diver, gourmet chef. Other one age 2, 32", 30 lbs. Seeking female sailor that shares goal of completing restoration (85% done) and cruising. Brad, (650) 794-9519 or kanwara@jps.net. 30-something Kate, please call back.

**HAWAII INTER-ISLAND SAIL:** berth available Feb 4 to Feb 11. American Sailing Assoc advanced certificate is offered. Modern Sailing Academy. \$1,500. (415) 331-8250.

**INTERESTING, ATTRACTIVE,** unencumbered SWF, 49, NS, looking for SWM that is also unencumbered, interested in or already doing extended cruising. I like adventure, hiking, diving, music, reading & romance. Looking for someone to sail with, explore new places & cultures, and possibly, spend the rest of my life with. Must be adventurous & enthusiastic about life in general. Please respond to Sarah at (707) 496-4487.

**LOOKING FOR CREW** from Republic of Palau (Micronesia) to San Francisco, going East. Some experience necessary. Must help with expenses. Ship is a simple, very sturdy & comfortable gaff rigged timber yawl. 48 ft LOA. Departure Jan-Feb. Email: uwe848@hotmail.com

**SINGLE PARENT:** If you have a 6-9 yr old & crewing skills & interest, contact us about sailing on our trimaran with your child & our family from Florida through the Caribbean beginning Feb '99. (360) 579-1201 or azure@whidbey.com

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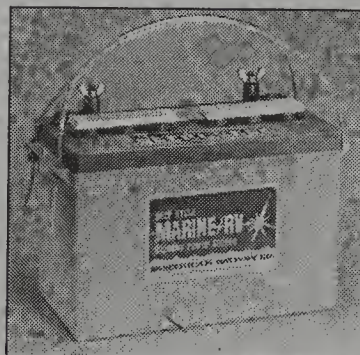
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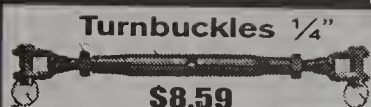
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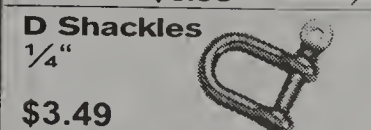


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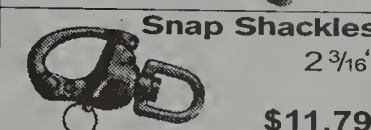


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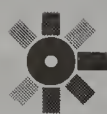
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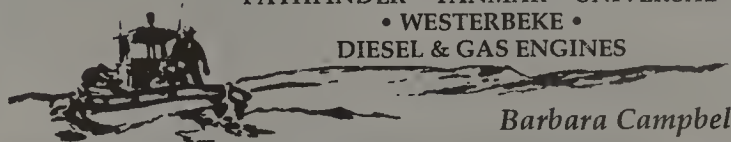
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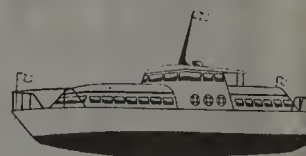
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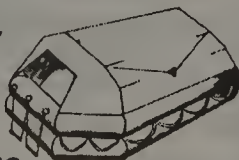
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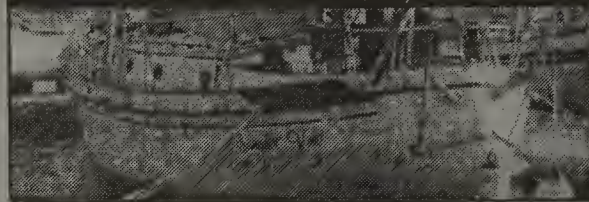
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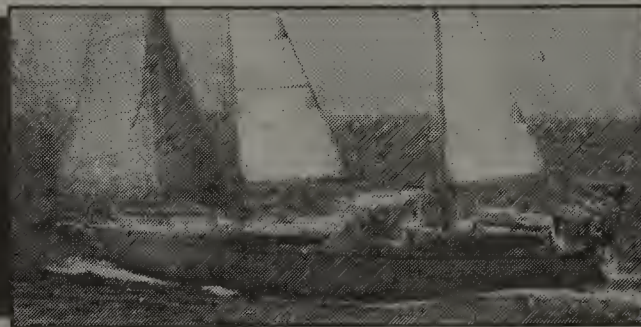
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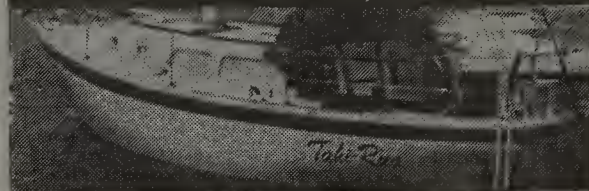
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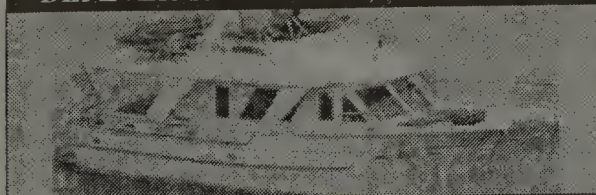
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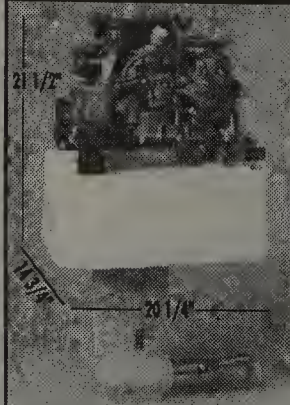
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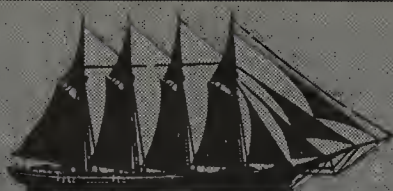
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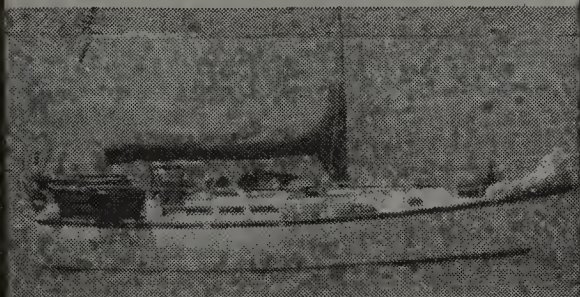
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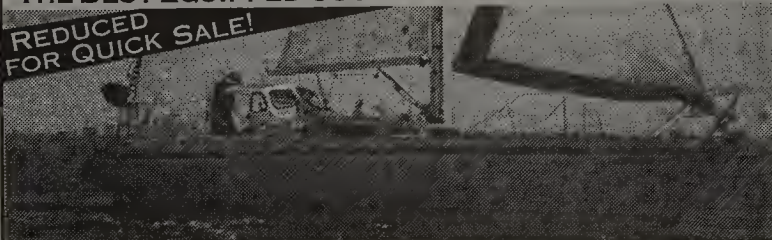
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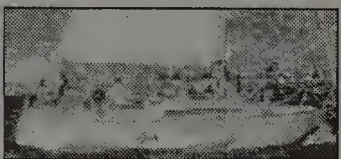
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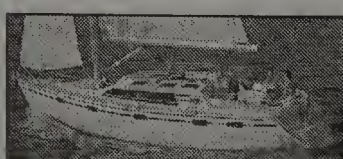
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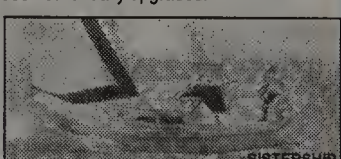
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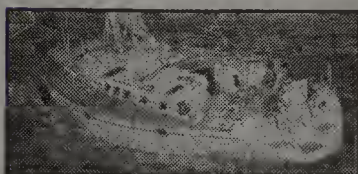
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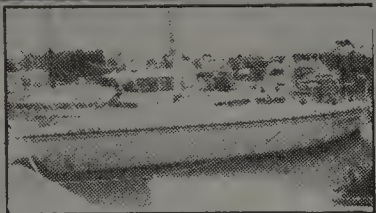
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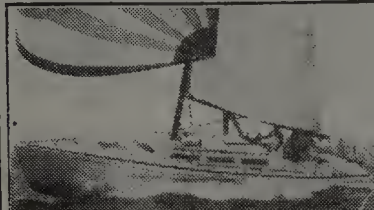
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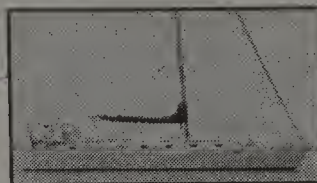
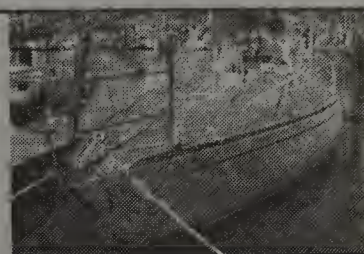
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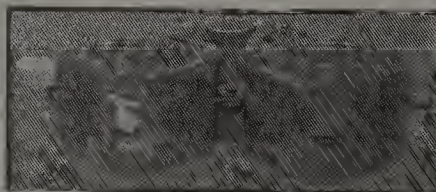
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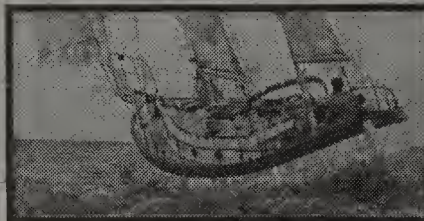
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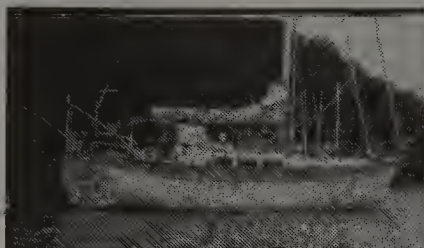


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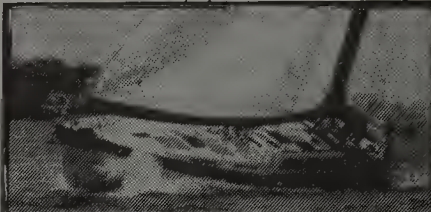


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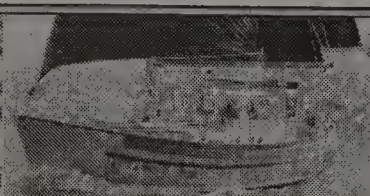
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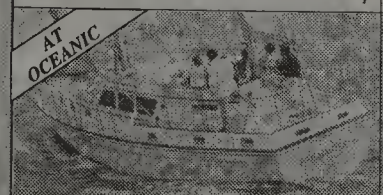


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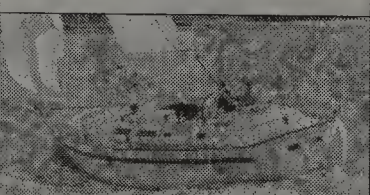


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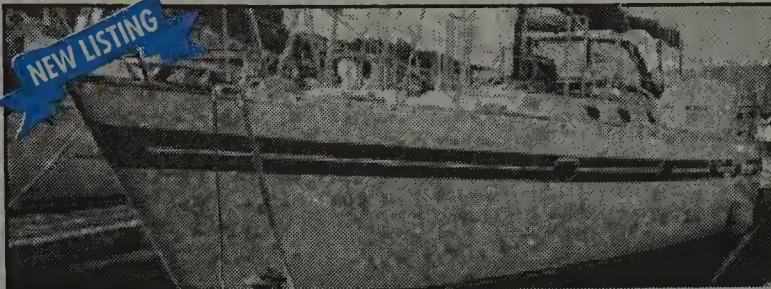
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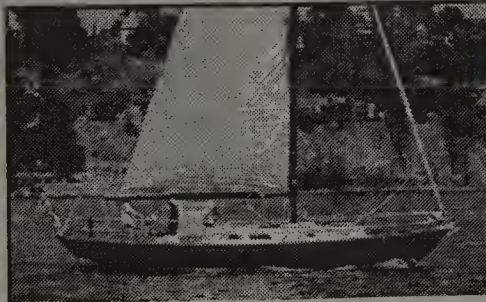
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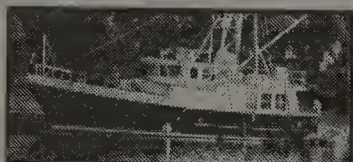
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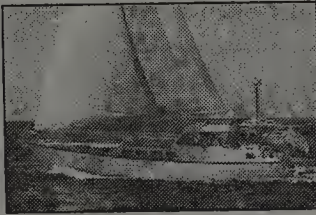


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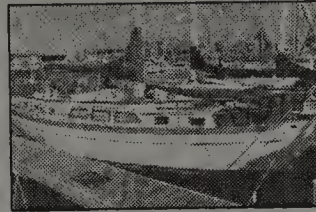
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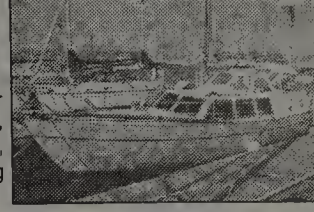
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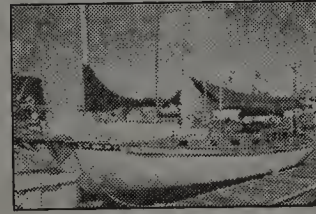
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**\$45,000.**  
This graceful and sturdy yawl has been continuously upgraded during her cruising career.



**35' FANTASIA SLOOP, '79**  
**\$58,000.**  
A very special Bruce Bingham design brought to life by the Tung Hwa Yard.

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### POWER

45' PH TRAWLER, '79	\$149,000
42' TROJAN	\$33,000
40' CHRIS CRAFT, '60	\$36,500
37' C&L SEA RANGER	\$74,500
36' HATTERAS, '72	\$79,900
33' CHRIS CRAFT, '95	\$74,500
31' UNIFLIGHT	\$18,000
31' CHRIS CRAFT COMMANDER, '70	\$27,500
31' CHRIS CRAFT, '64	\$11,500
31' WELLCRAFT, '81	New Listing
28' CARVER, '77	\$26,500
26' BARTENDER	\$4,900
26' WELLCRAFT, '81	\$24,000
24' SEA RAY	\$10,000
24' CABO	\$39,900

### SAIL

39' LANDFALL, '77	\$59,900
37' BANJER PH, '69	Reduced to \$97,950
34' COLUMBIA	\$25,500
33' HUNTER, '79	\$35,000
32' BENETEAU, '84	Reduced to \$36,900
32' ERICSON, '73	\$15,500
31' SOUTHERN CROSS, '78	\$44,500
30' LANCER, '79	\$14,500
30' ISLANDER, '84	\$29,000
29' CAL, '74	\$12,900
28' PEARSON, '86	\$26,000
27' SEA SPRITE, '81	\$23,000
27' CATALINA, '79	\$12,500
25' CATALINA	\$14,500
25' PACIFIC SEACRAFT MkII	\$19,900
22' CAPE DORY, '85	\$12,000
20' FLICKA, '82	\$22,500



**40' CHRIS CRAFT**



**37' C&L TRAWLER**



**27' SEA SPRITE**

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**85 LIBERTY SHIP WAY #110B**

**SCHOONMAKER POINT MARINA, SAUSALITO**



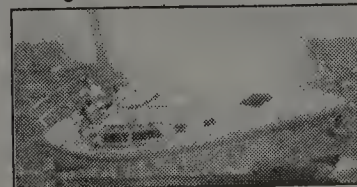
**QUALITY LISTINGS NEEDED ~ FREE PARKING**



**43' HANS CHRISTIAN CHRISTINA, '86.** Mercedes diesel, three staterooms, full electronics at large chart table, fully appointed galley, R/F on both forestays, removable S/S davits. OWNER MOTIVATED. BRING OFFERS. Asking \$195,000.



**38' HANS CHRISTIAN, '81.** Three staterooms, Isuzu diesel, full electronics, galley with A/B refrig, microwave, copious drawers and cupboards. Upgraded standing rigging. Monitor wind-vane, 2 dinghies: rigid and inflatable. New to market. Asking \$103,000.



**30' CATALINA, '81.** New in '97. H/C water, AB refrigeration, dodger. Great family boat. Offers.

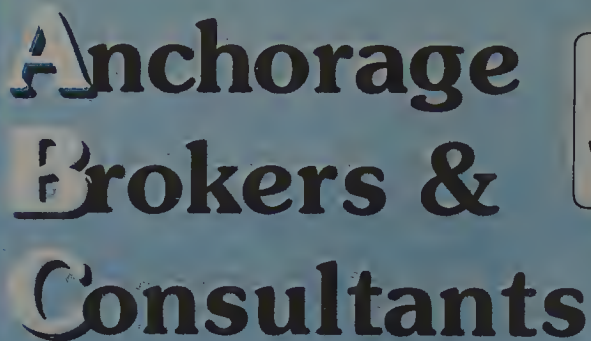


**42' BENETEAU, '85.** Perkins 50hp diesel, 3 S/Rs, rigged for cruising or racing. Interfaced AP & GPS. Gatorback full batten main w/Dutchman system, 10+ sails for race and cruise. She's a winner and she shines! Call for brochure.

34' Olson, '88...Try \$45,000

47' Kaufman, '85...Try \$170,000





**#1 GATE FIVE RD.  
SAUSALITO**

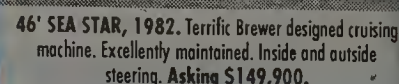
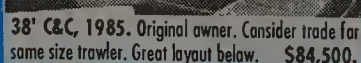
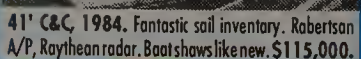
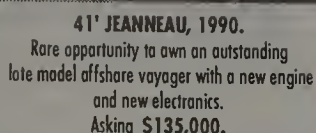
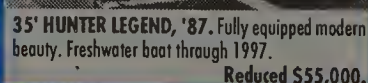
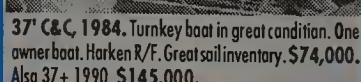
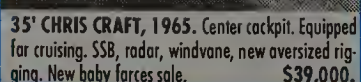
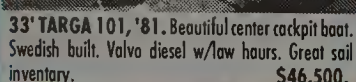
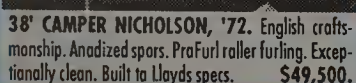
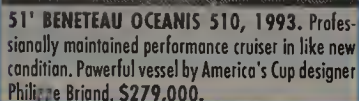
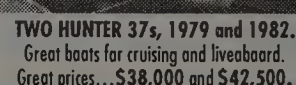
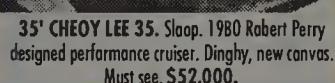
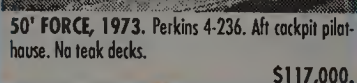
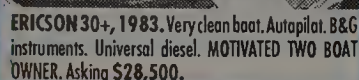
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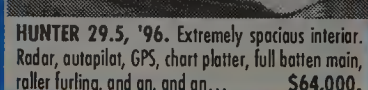
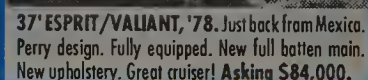
**42' GOLDEN WAVE, '81.** Performance  
bluewater yacht. Perry design built by Cheay Lee.  
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Perkins 4-108, Hydraulic backstay, AP, radar,  
max prop, dinghy & O/B.  
**Reduced to \$129,000.**

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<b>SAIL</b>									
51' ALUTIAN .....	'80	\$195,000	36' CATALINA .....	'85	\$55,000	29' CAL 9.2 .....	'83	\$24,500	
51' PASSPORT .....	'84	\$275,000	36' CATALINA .....	'83	\$55,000	29' RANGER, nice .....	'72	\$19,900	
50' FORCE .....	'73	\$117,000	36' COLUMBIA .....	'70	\$30,900	27' MORGAN .....	'71	\$13,777	
46' SEA STAR .....	'82	\$149,900	36' S2 11 METER .....	'85	\$62,000	27' CHEOY LEE .....	'69	\$16,500	
45' MULL .....	'81	\$127,000	36' PEARSON .....	'77	\$59,500	25' PACIFIC SEACRAFT .....	'78	\$19,900	
43' STEEL PH .....	'88	\$85,000	35' CHRIS CRAFT .....	'65	\$39,000	25' CATALINA .....	'80	\$9,500	
42' GOLDEN WAVE .....	'81	\$129,000	35' ALBERG .....	'65	\$28,500	<b>POWER</b>			
42' GARDEN .....	'67	\$75,000	35' CHEOY LEE .....	'80	\$52,000	60' BURGER .....	'58	\$252,000	
42' PASSPORT .....	'81	\$154,000	35' CHALLENGER .....	'74	\$38,000	65' KNIGHT & CARVER .....	'77	\$195,000	
41' MORGAN .....	'73	\$61,500	35' NIAGARA .....	'81	\$67,000	45' HAWTHORNE .....	'71	\$129,500	
41' SCEPTRE .....	'86	\$198,000	35' ROBB .....	'63	\$45,000	42' KHA SHING FB .....	'84	\$165,000	
41' C&C .....	'84	\$115,000	35' HUNTER LEGEND .....	'87	\$55,000	42' MATTHEWS .....	'56	\$65,000	
41' CT .....	'72	\$36,000	34' C&C .....	'80	\$41,000	40' OWENS .....		\$45,000	
40' HELMSMAN .....	'79	\$59,500	33' CHEOY LEE .....	'71	\$35,000	38' CHRIS CRAFT .....	'76	Inquire	
40' GREBE .....	'38	\$39,000	33' HUNTER .....	'80	\$30,000	38' MATTHEWS .....	'25	\$24,900	
40' SLOOP WOODEE ...	'90	\$100,000	33' TARGA 101 .....	'81	\$46,500	36' CROWN CUSTOM .....	'80	\$48,500	
40' KETTENBURG .....	'59	\$28,000	33' TARTAN TEN .....	'79	Sell	34' BAYLINER AVANTI .....	'89	\$58,900	
38' ERICSON .....	'81	\$89,000	33' TARTAN .....	'80	\$40,000	34' BAYLINER AVANTI .....	'88	\$58,000	
38' CAMPER NICHOLSON kt	\$49,500		33' PETERSON .....		\$35,000	34' SEA RAY .....	'85	\$45,000	
38' C&C .....	'85	\$84,500	32' MARINER .....	'70	\$24,000	33' CARVER .....	'76	\$42,000	
38' TAHITI .....	'76	\$22,500	32' WESTSAL .....	'75	\$45,000	33' LUHRS .....	'72	\$26,000	
37' ESPRIT .....	'78	\$34,000	32' WESTSAL .....	'74	\$43,995	30' TOLLYCRAFT .....	'72	\$26,000	
37+ C&C .....	'90	\$145,000	32' WOODIE .....	'58	\$20,000	28' WELLCRAFT Express .....	'85	\$31,900	
37' HUNTER .....	'82	\$42,500	32' ERICSON .....	'76	\$19,000	28' FIBREFORM .....	'79	\$14,000	
37' HUNTER LEGEND ...	'88	Inquire	31' CHEOY LEE SLOOP .....	'69	\$23,000	28' BAYLINER .....	'84	\$26,500	
37' EXCELL CUTTER ...	'76	\$36,000	30' BRISTOL .....	'73	\$17,500	24' SEA RAY .....	'86	\$13,500	
37' C&C .....	'84	\$74,000	30' HUNTER .....	'93	\$60,000	24' BAYLINER .....	'88	\$11,500	
36' ISLANDER .....	'77	\$38,750	30' Wm. ATKINS .....	'79	\$12,900	22' BAYLINER .....	'83	\$15,000	
36' CATALINA .....	'98	\$119,000	30+ ERICSON .....	'83	\$28,500	19' BOSTON WHALER .....	'89	\$17,850	
			29.5' HUNTER, loaded .....	'96	\$64,000				





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**51' BENETEAU OCEANIS 510.** Cruising luxury. Performance and outstanding construction. A well found and elegant 1993 sailing yacht. Asking \$279,000.



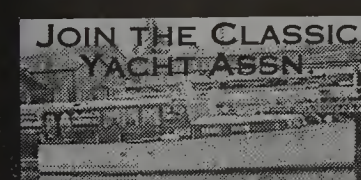
**40' SPORT FISH CHARTER BOAT.** USCG insp. 14 pass. & 2 crew. Full electronics, twin dsl, all F/G, excellent condition. Ready to go. Asking \$82,000.



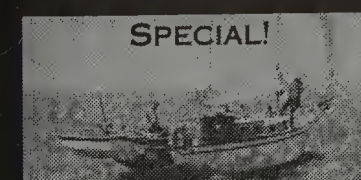
**20' CLASSIC ENGLISH SLOOP.** Built 1991, diesel. An exquisite jewelbox of a boat in show condition. Has full cover and more. Must see! Asking \$25,000.



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**36' STEPHENS classic sedan cruiser.** Twins, new wiring and many recent upgrades. Shows pride of ownership. Great boat, great builder. Try \$29,000.



**35' MARINER.** Ever popular Bill Gorden design. Proven cruiser. Dsl. Well built & equip'd. Mohag cabins, new sails, sailing dinghy w/sails & more. \$19,900.

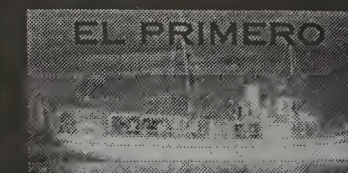
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**35' SPARKMAN & STEPHENS sloop, spinn., new dsl, Autohelm, H&C press. water & shower, strong f/g const. by Hughes of Canada, dinghy w/mtr. \$37,000.**



**62' LOA, 57' LOD JOHN G. ALDEN YAWL** by Dauntless, '31. Lrg sail inventory, low hrs on dsl, new rig, full cover. **Legendary!** Asking \$180,000



**127' CLASSIC FANTAIL MY.** Famous & prominent West Coast yacht. Dsls, thrusters, fireplaces, salon, infamous card-room. Great as yacht +/- or ongoing charter biz. \$900,000.

- SAIL**
- 108' 3-mast schooner ..... 950,000
  - 62' MTR SAIL, Gorden 6LX dsl 225,000
  - 60' STEEL slp, strang cruiser ... 165,000
  - 56' HERESHOFF Marco Pala schooner: exquisite! ..... 500,000
  - 53' CHAS. MOWER YWL, classical beauty in exc. cond. 60' LOA ... 42,000
  - 45' MULL HZ, cruise ready ... 125,000
  - 43' WITTHOLZ steel PH slp, strang, excellent cand., dsl ..... 85,000
  - 40' PH CUSTOM CTR, dsl, '91 100,000
  - 40' TAHCOOK schooner, nice! ... 30,000
  - 38' CHAHHEL CUTTER slp, dsl ... 22,500
  - 36' CHEOY LEE ROBB slp, dsl ... 49,500
  - 36' OHLSON, I/B, Master Mariner ..... winner ..... 18,500/af
  - 35' S&S CANOE STERH slp, dsl ... 39,500
  - 34' RHODES WINDOWWARD ... Ask 12,000
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  - 33' CHEOY LEE Clipper kitch, dsl 33,000
  - 33' TRADEWINDS M/S, teak, dsl
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  - 30' HUNTER, dsl, wheel, more 17,950
  - 30' CATALIHA, '82, dsl ..... 22,000
  - 30' Wm. GARDEH dbl. endr, dsl 10,500
  - 30' ISL. BAHAMA, I/g, I/B ..... 14,200
  - 30' BIRD slp, rebuilt classic race 8,500
  - 30' SEABIRD Yawl ..... 7,500
  - 30' BALTIC masthead slp, Dutch-built packet cruiser, exct cond, O/B. 5,000
  - 30' KHUOSON PH lp, I/B ..... 12,000
  - 29' COLUMBIA 8.7, I/B ..... 12,500
  - 28' VERTUE by Giles, dsl, more 22,000
  - 28' LANCIER MkV slp, '84 ..... 13,400
  - 28' FELLOWS & STEWART kitch. 20,000
  - 27' CATALIHA slp, dsl, f/g ..... 10,500
  - 27' CHEOY LEE LUDDERS slp ... 18,000
  - 26' O'DAY, O/B, new sails ..... 14,900
  - 26' DAVIDSON kitch, cent. C/P .. 5,500
  - 26' ERICSON slp, f/g ..... 2,500
  - 26' LUGER slp, f/g ..... 5,500
  - 26' CROTCH ISL. PIHKY, dsl, very special, new const. w/character ..... 45,000
  - 26' EXCALIBUR slp, O/B, nice ... 6,800
  - 26' PEARSON COMMANDER, nice 6,500
  - 25' YAMOTO slp, '63 ..... 2,500
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  - 23' BEAR slp by Nunes, exc cond 5,000
  - 23' HERRESHOFF slp, dsl . 5,000/offer
  - 22' WELLCRAFT slp, O/B ..... 7,700
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- 65' WHEELER CLASSIC MY, GM dsls, re-fit/restoration in progress .... 112,000

- 65' Cruising houseboat by Hunes, 20' beam, 671 GM dsl, ferry conversion w/potential & charm. A project in process, has berth ... 62,500/offer
- 43' MATTHEWS FB ..... 55,000/offer
- 42' TROJAN, aft cabin MY. Great live-a-board w/PH, twins, 'trantics 33,000
- 38' MATTHEWS Cruiser, '39 classic, twin diesels, perfect ..... 65,000
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- 38' CHRIS CRAFT SEA SKIFF, fresh engines, just hauled ... 18,000/af
- 36' STEPHENS sdn, '39, restored, twins, nice! ..... 30,000
- 34' STRIKER, steel, twin w/commercial crab/salmon license ... Ask 60,000
- 33' CRUISERS Inc., twin, tk new 48,500
- 33' DOHIZI Z-33, tw 454s, ++ 64,500
- 32' LUHRS MARLBORO, tuna tower, twin dsls, fb, radar, more . 32,000
- 32' DRAGON LADY by Fung. All teak cruiser, copper fastened, dsl, near new condition ..... 23,500

- 30' MONTEREY twl, 271 GM dsl, radar, very nice, w/SF Fisherman's Wharf berth ..... 12,000/offer
- 30' STEPHENS, '37 classic, nice 18,500
- 30' TOLLYCRAFT FB, twins, fg. 23,500
- 30' CHRIS CAVALIER, exc cand 12,750
- 29' TOLLY CRAFT. Cruiser ..... 11,950
- 28' BAYLINER, f/g, F/B ..... 15,300
- 27' REGAL Ambassador, '93, w/trlr ... 26,000
- 27' CHRIS Sed Skiff, VB, nice .. 12,500
- 25' BAYLINER hardtop ..... 5,500
- 25' ALBHI M/S, dsl, strang ..... 15,000
- 25' DONZI REGAZZA, w/trlr, only 85 hrs extra clean ABW ..... 27,500
- 24' SEA RAY HT Express w/trlr .. 8,500
- 24' MARIAN CUDDY, 1976, i/o 28,500
- 24' SEARAY, SRV 240, v. clean 10,500
- 22' BAYLINER EXPLORER, trlr .. 14,500
- 22' FORMULA 3LS, i/o ..... 15,000
- 20' SKIPJACK, VB, i/a, trlr ..... 13,250
- 20' BOSTON WHALER OUTRAGE, trlr, consal, O/B, loaded . Ask 11,450

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**46' CAL 2-46 sloop, diesel, center cockpit, dual steering stations, genset, outboard, heat, roller furling, GREAT BIG CRUISER with all the right equipment. \$119,000.**



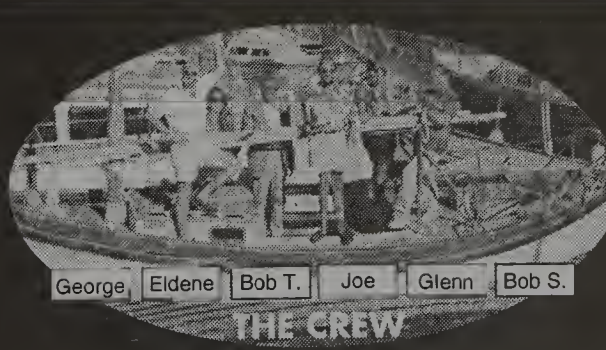
**36' HUNTER** cruising sloop. Diesel, H&C pressure water w/shower, full galley, dodger, pulpits & lifelines, roller furl, wheel, more. Asking \$42,000.



**65' FIFE MASTHEAD CUTTER**  
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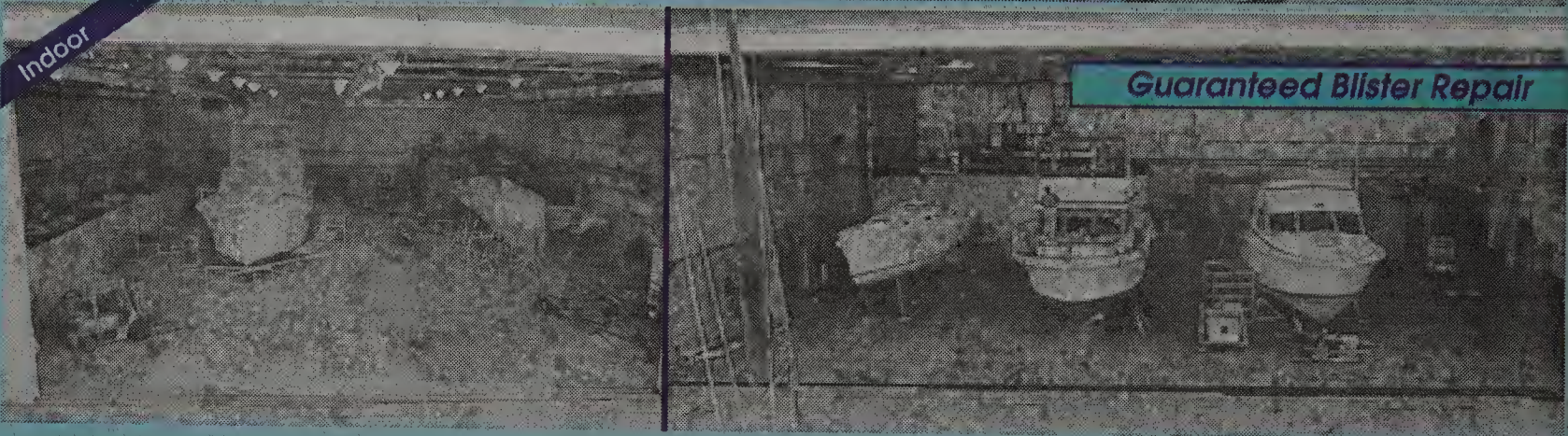
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